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\$14.00 PER DOZEN.  
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# Hongkong Daily Press.

ESTABLISHED 1857.

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BRANDY  
For Bottle ... \$2.50  
" " " " 1.50  
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Public.  
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Call Flag W.

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Hongkong, 13th June, 1903.

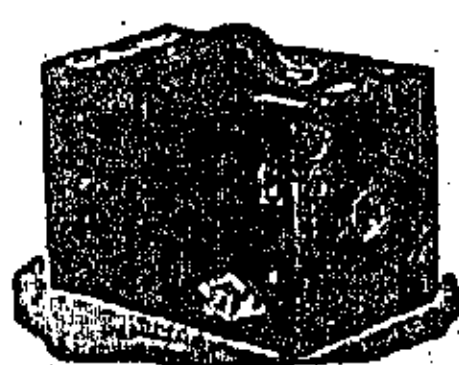
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THE MANAGER.

Hongkong, 7th October, 1904.

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which possesses all the elements that go to produce a good head of hair. Its powerful, stimu-  
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We have the longest experience in the Piano Trade of any dealers in the East, and are  
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TUNING and REPAIRING attended to by experienced European Assistants.

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Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

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Electric Passenger Elevator to each floor.

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MANAGER,  
Hongkong, 10th June 1903.

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A FIRST CLASS HOTEL Situated near  
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Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished  
Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to the

MANAGER,  
Hongkong, 31st October, 1902.

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(HOTEL-SANITARIUM OF SOUTH  
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HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong  
One steamer (s.s. *Hongkang*), daily to and  
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Canton, give easy communication with both  
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THE Round Trip from HONGKONG  
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ST. JULIEN, (Red Capule) .....	16.00	11.00
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CHATEAU HAUT BRION LARRIVET ..	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ ..	24.00	26.00
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## NOTICE TO CORRESPONDENTS

Only communications relating to the news of the day should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication, should be written on one side of the paper only. No anonymously signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: P. O. Box, 33. Telephone No. 12.

## BIRTH.

On 21st March, at Pootung, the wife of J. D. STUART, of a daughter.

## MARRIAGE.

On 3rd March, at Nagasaki, Captain W. E. PASMORE, of the Douglas S. S. Co. of Hongkong, to MISS AGNES BARRIS.

## DEATHS.

On 12th March, in America, the wife of Dr. EDWARD H. HART, of Wuhan.  
On 23rd March, at Shanghai, WILSON LESLIE SASSON, son of Mr. and Mrs. SASSON BENJAMIN, aged 11 months.

## The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CH.  
LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, MARCH 29th, 1905.

Our recent indiscreet prophecy, after the last great rout of the Russian armies, that next month would see an end of war, seems to have aroused the sporting instincts of several readers, who offer to wager that we were wrong. Apart from the somewhat doubtful taste of betting in connection with such dreadful carnage, it is obviously impossible that such a transaction could benefit anybody. By all past experience, as well as by present patent necessities, the war should be over very soon now, if only in the way we suggested; that is, without formal agreements or declarations of peace. So far as indications go, the probability is that some sort of peace will soon be arranged. REUTER tells us that the peace party in Europe is daily growing stronger and more clamorous; and it is quite in keeping with Russian methods that she should strenuously deny what she has probably been contemplating for some time. Cowardly schoolboys, and bullies embroiled in a street fight, are often secretly glad of a cessation, but all the time they make a show of eagerness to continue. If the least kind of interference were offered, the mildest representation made, only sufficient to "save face" for Russia, it is possible that Power would with a joyful reluctance seize upon it. The idea that there might be

a stoppage of the war without formal declaration of peace has also been voiced now by a Home paper, and the circumstances in Manchuria, as well as historical precedent, certainly justifies it. But the feeling has been growing among the Powers, or some of them, and the Times has but lately given clear expression to it, that such a peace would be unsatisfactory. Japan must be encouraged to insist upon her pound of flesh this time; her mighty aggressor, being down, must be kept down; and there must be no sneaking in of the jackals to devour what the sick lion—or bear—has been unable to digest. Assuming that the end of the war is in fact very near at hand, no time need be wasted in discussing the terms which REUTER, no doubt inspired by some responsible Russian authority, published from St. Petersburg as palatable to the beaten side. It is Japan's terms only that are material, if indeed the Powers mean to see fairly, and Japan's terms were, in essence, made public when she embarked upon this war. As the conqueror, she has undisputed right to round them to a sufficiency, adding certain details that subsequent events have rendered essential. It is not difficult to read between the lines of many current comments a sneaking sort of pity for Russia in being placed in the position of, say, China, in regard to the question of indemnity. Such a Power, with such a prestige, to pay little Japan a big indemnity! We have not yet adjusted our ideas to new circumstances, and the very idea of that seems to stick in some gullets. Well, Russia should have thought of that before. If she had had the walk-over that she anticipated, Japan would be subscribing to a big indemnity now, if there had been any Japan left. The gambler who goes to Macao to bring away money from the *faux* tables has no right to complain if he leaves there all he took; and Russia must perforce swallow the bitter pill of the unsuccessful gambler. Instead of insolently offering Japan, her conqueror, a third of Manchuria which does not belong to her, she must obey Japan's first command, to retire bag and baggage, and then pay for the trespass she has committed. The opinion in London is stated to be that "neither Russia nor Japan place any reliance upon the efforts of outside diplomacy." That is very simple. Outside diplomacy, except in the nature of a benevolent inactivity, would be an impertinence to the conqueror, who has achieved, or practically achieved, what he wanted unaided; while Russia cannot rely upon it because any outside diplomacy that could interfere on her behalf successfully would be like the rank dishonesty that first gave her Port Arthur, and a repetition of which Great Britain could not, for very shame's sake, countenance. The American fear that Russia and Japan might come to some agreement that would close the "open door" in Manchuria seems to us a baseless one, for apart altogether from the inevitable interference of the Powers, in such case, Japan is likely to think a long time before the value of any new agreement with the treaty-breaker would appeal to her statesmen. Once bitten, twice shy, is scarcely adequate to express the Japanese point of view where Russia is concerned. For the rest of those quaint terms which REUTER communicated from his St. Petersburg agency, Baron SUYEMATSU seems to have summarily dismissed them in terms that in effect were these: Allow Japanese suzerainty in Korea? We have it already. Cede Port Arthur and Liaotung to us? Might as well cede Nagasaki. Place the Eastern Chinese Railway under neutral international administration? The greater part of it is actually under Japanese administration. Restore Manchuria as far north as Harbin to China? What cheek! We have fought, and won, to make Russia evacuate all Manchuria; and it is not for the vanquished now to talk of reserving two thirds of it. And so on. Even the conquering power is not going to sweep Chinese territory in this way. No one can justly interfere if, in handing back Manchuria to China, she takes steps to see that China does not mislay it again; but it is difficult to see how even victorious Japan could propose to retain that territory as her own. As to the indemnity, our yesterday's telegram announcing a "terrific deficit" in Russian finances, and the bogus nature of her reserve, seem to put that country more than ever on a level with China. It must be paid in the same way that China is paying hers, however; and we doubt not that it will be paid. The news, until peace is declared, seems to put any more Russian loans out of the question; and without the snags of war, it seems obvious that Russia must come speedily to terms. Hence, while we may

possibly have to shift the date a little, hold to the opinion that peace is near than generally supposed; and that there will be no "Spring campaign."

A Chinese diol of plague yesterday at Kowloon.

At Copenhagen, a Danish-Japanese trade syndicate has been formed.

Dr. Eastlake, an American schoolmaster in Tokyo, is reported dead, aged 46.

Members of the Hongkong Chess Club reminded that entries for the handicap tournament close on the 31st inst.

It is reported in the North that the Japanese have shot a spy a foreigner travelling between Shimminan and Moulouk.

An important military reform is taking place in China. It is reported that the Imperial forces are to be styled, Lu Chan instead of Chang Pei.

We have received a Rainer beer colour, got up by the Seattle Brewing and Malting Company. It is a highly coloured picture of Miss Marie Doro in "The Girl from Kays."

The Tientsin Lawn Tennis Club, being itself with a balance in hand of over \$900, talked of reducing its subscription of three dollars a month. The Committee was asked to consider it.

Shong Huan-hui, (Shong Tsjon) is trying to buy up mineral lands near the Pelag Syndicate's Concession, not with any intention of working them, but presumably to forestall any possible purchase by the syndicate.

Two vases 5 feet high and a plate 3 feet in diameter, to cost £15,500 have been specially ordered by the Empress Dowager as presents to the Courts of England, America and Japan, together with fox furs, pearls etc., as a token of esteem.

The Hongkong and Shanghai Banking Corporation have subscribed for £500 of shares in the British Cotton-Growing Association. In a letter from the bank conveying this intimation, the manager informs the Association that the directors feel they ought to support the cotton-growing movement, and that they wish it every success.

Master A. Dyer Ball, son of Mr. J. Dyer Ball of Hongkong, has passed his London Matriculation, first division. He is sixteen years of age, and a pupil at Mill Hill School. This examination is as high as it is possible for him to pass under the new conditions. Mr. Dyer Ball thinks he will go in for the Indian Civil Service.

The Daily Graphic, Colonial Edition, dated Feb. 24th, has a good photograph of the late Sir Robert Jardine, wearing a Gladstone coat, and a white shirt, with a dark tie. He is pictured as a good-looking old man, with large, heavily lidded eyes well separated, long straight nose, short upper lip and mobile mouth, and a cleft in the chin. He has gray whiskers, trimmed fairly close. It is a clever face, with an expression of kindly humour.

Writing of Shanghai's decision to give votes to volunteers and firemen, the Tientsin Times says "the measure may also prove of value to the Council and public at large, as it stands to reason no monopoly of sound judgment and common-sense is enjoyed by the men sufficiently well-off to be land owners and renters, and the community has a right to the benefit of astute brains whether they belong to poor or rich." It seems to us that this argument is capable of considerable extension.

Calling to interview Tarro Myaki, the celebrated Japanese wrestler at the Lyceum, a reporter was understood by the champion (who speaks no English) to be taking up his public challenge. He was immediately seized and thrown on his back, and his arm locked in an agonising manner. Being ignorant of the regulation signal of acknowledgement of defeat he was nearly murdered before he got away. Moreover, the champion, it is believed, imagines that the journalist owes him a large sum in stakes.

The Hon. Mr. W. Chatham, Director of Public Works, returned to the Colony yesterday by the German mail steamer after an absence of twelve months at home on furlough. Mrs. Chatham accompanied her husband. Mr. G. L. Tomlin, Secretary of the China Fire Insurance Co., also returned to the Colony by the same steamer, and resumes charge of the Company's business to-day. Mr. and Mrs. Tatcher, and Mr. and Mrs. W. H. Wallace (formerly of Hongkong but now of Amoy) and several other Hongkong residents returned from Home by the same steamer.

Sir Edward Fry has just written an article on "Commercial Morality" for the *Magazine of Commerce* in the high and noble strain of Marcus Aurelius. He invites us to examine ourselves in all the relations that arise as between buyer and seller, master and servant, principal and agent, and consider our conduct in each of those relations. A large sphere of dishonesty, he assures us, will be disclosed. How different Sir Edward's lofty attitude from that of the American man of business whose advice to his son is quoted in *To-day* "As you go through this world, my son," said the man of business, "you will see many men around you getting on by fraudulent means; do not imitate them. They are bound to be found out in the end. Honesty is the best policy." The son agreed. "And," pursued the father, "if you will study up the law, you will be surprised to find how many things you can do in business, and still be honest."

Major Chapman will act as Commandant of the Volunteers during Major Pritchard's six months' absence on leave.

Russia has declared, through her diplomatic representatives in all capitals, that not a single step has been taken by her which could serve to bring about peace. It depends how they look at it. The army stepping so quickly back to Harbin has counted that way.

H.R.H. Friedrich Leopold, Prince of Prussia, is on board the *se. Prinz Eitel Friedrich*, which left Hongkong for the north yesterday afternoon. He is on his way to Taku and Peking, and then to Manchuria to accompany the Russian forces. He is accompanied by Major von Hofmann, Major von Ralheow Dr. Kellner and two lieutenants. Yesterday he called on Sir Matthew Nathan, K.C.M.G.

The Dallas Bandmann Opera Company gave their final performance for this season last night, when *A Country Girl* was again staged before a good house. This charming musical comedy had an enthusiastic reception, and the encores and applause and floral tributes testified to the well deserved popularity which this talented Company have earned during their stay in Hongkong. They leave for Shanghai by the *Empress of China* to-day.

At the next Ordinary General Meeting of Shareholders of the Yangtze Insurance Association, Ltd., to be held on the 11th of April next, the Directors will recommend the payment of a dividend to shareholders of 20 per cent—\$12 per share out of the balance at credit of 1903 account, also a special dividend of 5 per cent—\$3 per share, out of interest account for 1904, and the transfer of \$50,000 to credit of Reserve Fund, bringing the fund up to \$750,000.

The Volunteers have decided to form a Rifle Club. Sixty-five names have already been sent in and an additional thirty or forty are expected to be forthcoming. The Tai-Hang range will be available for the Club daily, excepting Sundays, when it will be reserved for the usual Volunteer shooting. The annual subscription was fixed at \$3, payable in advance. Major Pritchard has been elected President, Lieutenant Northcott, honorary secretary and treasurer, and Sergeant Penning and Gannet Hayton on the Committee.

## HONGKONG HOTEL CO., LD.

## ANNUAL MEETING.

The ordinary meeting of shareholders in the Hongkong Hotel Company, Limited was held yesterday. Mr. W. H. Potts (chairman) presided, and there were also present Messrs. E. Osborne and W. Parfitt (directors), Mr. C. Mooney (secretary), Captain W. E. Clark, Captain F. D. Goddard, Messrs. J. Chapman, D. Clark, A. H. Skelton, J. A. Japp, Ho Fook, Ho Kom Tong and Lo Ching Shui.

The CHAIRMAN—Gentlemen—The report and accounts having been in your hands for some days, I will, with your permission, take them as read. You will have noticed that the balance at credit of working account shows an increase of \$10,901.76 over the corresponding period of 1903, but the net balance of profit and loss is only \$4,718.88 in excess. This is accounted for by the smaller amount brought forward from the previous half year, viz., \$1,990, and increased interests on Debentures and Bank overdraft. It is gratifying to once more show an increase, the two previous half years having shown a large decrease; we are still, however, far behind the earnings of two years ago. During the greater part of the six months under review, the revenue from tourist and transient visitors showed little or no improvement, and we have had to depend mainly on monthly boarders at rates which, though they are supposed to be high, in reality would only yield about four per cent. on capital, if the Hotel had to depend entirely on them. Our new building, Hotel Mansions, is nearing completion, and we should like to dispose of the balance of the debentures to meet the cost of the same. Repairs and renewals have exceeded the amount appropriated at last meeting by \$874.77, and there is every prospect of a further increase, as over and above the ordinary outlay, the outside of the building will shortly need painting. We have reduced the Electric light plant by the \$20,000.00 set aside for that purpose in September, 1903, as we do not consider it a marketable asset. Before moving the adoption of the report and accounts I will be pleased to answer any questions which shareholders may ask.

There being no questions the CHAIRMAN moved, and Captain GODDARD seconded the adoption of the report and accounts. This was carried.

Mr. CHAPMAN proposed the re-election of Mr. Osborne as Director.

Captain CLARK seconded and the motion was carried.

Mr. D. CLARK proposed the re-election of Messrs. Jeffries and Lowe as auditors.

Mr. SKELTON seconded and the motion was carried.

The CHAIRMAN—Dividend warrants will be ready on application after to-morrow morning. That is all the business, gentlemen. Thank for your attendance.

Captain GODDARD. Before we leave I beg to move a vote of thanks to the directors, manager and staff of the hotel for the good work done, and the report on the business of the year. If it continues as good as during the past year or two the shareholders will not growl.

Mr. JUPP seconded.

The CHAIRMAN.—Thank you.

## TELEGRAMS.

[REUTER'S SERVICE.]

MAXIME GORKY.

LONDON, 28th March.  
The Russian authorities have decided to prosecute Maxime Gorky now at Riga, on a charge of drafting proclamations for the overthrow of the government.

## THE WAR.

[REUTER'S SERVICE.]

CAVALRY SKIRMISHING.

LONDON, 26th March.

General Linievitch, wiring on the 24th instant, reports several cavalry skirmishes in the vicinity of the railway.

THE RUSSIAN NUDDLEMENT.

LONDON, 26th March.

An Imperial Ukase deprives General Grippenberg of the command of the second Manchurian Army, though he remains Aide-de-Camp to the Tsar.

The third Baltic fleet has left Suez southward.

(N. C. Daily News Service.)

FOLLOWING UP THE PURSUIT.

Tokyo, 23rd March.

It is officially announced that the Japanese pursuit had reached on Tuesday afternoon to Changku, north of the Great Wall.

Bodies of Russians were still retreating in disorder towards the north-east, along the railway. Part of the Russian cavalry was halting two or three miles north of Changku.

The occupation of Changku shows that the Russians are untraceable south of the great wall.

There are indications that the Russians will make a stand between Changchun and Kirin, where they are constructing defences.

The papers have no information as to where the pursuit is to stop, but urge the importance of keeping in touch with the Russians.

The Japanese casualties amounted up till the 13th of March are about forty-six thousand.

There are no Russians now traceable south of the Tumen river, in Corea.

New quarters have been established in twenty-one places for the prisoners taken at Mukden. They provide accommodation for 457 officers and 47,900 men.

## FOOTBALL.

By courtesy of the Hongkong Football Club, the final of the Lusitano Football Club inter-club Competition will be played on the above Club ground on Thursday 30th inst. Kick off at 4.45 p.m. The following are the teams.

Mr. Barros' team—J. C. Barros, goal; A.V. Barros (Capt) J. C. Barretto, backs; A. Baptiste, C. M. C. Ribeiro, and J. Bernardo, halves; R. C. da Silva, L. A. Osorio, A. F. Rosario, T. B. Osorio, and W. S. S. S. forwards.  
Mr. Victor's team—L. d'Aguiar, goal; J. M. Victor (Capt) and J. M. Britto, backs; J. M. Xavier, P. da Rosa, and F. L. da Rosa, halves; L. E. dos Remedios, A. A. dos Remedios, E. M. Hydnamann, Juli Hydnamann, and T. Perpeto, forwards.

## ROYAL HONGKONG GOLF CLUB.

ROSS FAREWELL CUP.

This competition was held at the Happy Valley Links on the 25th to 27th March, when the following returns were made—

Mr. J. Rodgers	86	7	79
Mr. C. M. G. Burnie	83	—	83
Mr. T. S. Forrest	80	4	84
Mr. C. A. Parker	80	5	85
Mr. A. K. Gregory	83	7	86
Mr. C. W. May	80	3	87
Hon. G. Stewart	93	5	88
18 entries			
Mr. J. Rodgers	86	7	79
Mr. C. M. G. Burnie	83	—	83
Mr. T. S. Forrest	80	4	84
Mr. A. K. Gregory	83	7	86
Mr. C. W. May	80	3	87
17 entries			

## JEWISH RECREATION CLUB.

A meeting of the Jewish community was held yesterday afternoon at Messrs E. D. Sassoon & Company's Office to pass the rules and regulations of a Jewish Recreation Club. Mr. C. S. Gubbay was in the chair. After some discussion the rules drawn up by a committee previously appointed were agreed to. It was decided that the Club should be opened next month. Mr. Simon was elected Secretary, and Mr. I. S. Perry, Treasurer. The Trustees of the "Ohel Leah" Synagogue have granted the Club the use of the ground adjoining the Synagogue, subjected to the following conditions—

1. Members of the Synagogue only are eligible to join the Club.
2. Ladies whose husbands, brothers, fathers and sons are not members of the "Synagogue" are eligible for membership of the Club by paying an annual subscription of \$3.00 to the Synagogue.
3. The members of the Club will be held responsible for the state and condition of the ground, and pay for its upkeep.
4. The Rules and Regulations of the Club must be submitted to the Committee of the Synagogue for approval.
5. The Ground must be entirely closed for games on Saturday, and at any time when Divine Service is being held.
6. No game but Tennis, Croquet and Bowls are allowed to be played on the Ground. Other games than these must first have the sanction and approbation of the Synagogue Committee.
7. The Trustees of the "Ohel Leah" Synagogue to be ex officio members of the Club and exempt from Ballot.

Thirty-five members have already signified their intention of joining the Club. Nearly \$1,000 has already been subscribed by the Jewish Community to meet the necessary expenditure.

## SUPREME COURT.

Tuesday, 28th March.

IN ORIGINAL JURISDICTION.

BEFORE SIR H. S. BURKELEY (CHIEF JUSTICE).

WING CHONG FAT FIRM V. KWONG TAK WING FIRM.

The hearing of this issue as to whether Wong Sun Nam was a partner in the Kwong Tak Wing firm was continued. Mr. H. E. Pollock, K.C., instructed by Mr. H. G. C. Bailey (of Messrs. Johnson, Stokes and Masters), appeared for the plaintiffs, and Mr. H. G. Caldwell, instructed by Mr. G. Hastings (of Mr. John Hastings' office) for the defendant.

Mr. Pollock—I do not intend to call any more evidence, but I should like to address Your Lordship on the question of the admissibility as evidence of the pleadings and answer in action 62 of 1903. In the first place I would submit that the case of Allan against Hartley referred to by Mr. Caldwell does not govern the present case, because, as appears from the very judgment of Lord Mansfield, the plaintiffs wholly discontinued their action. Action 62 of 1903 is still on the file, and I think that this being so I am entitled to call Your Lordship's earnest attention to the fact that although the statement containing the admission that the defendant was carrying on business under the style of the Kwong Tak Wing was made in defence in 1903 it remains on the record of the Court unamended. I shall pass on to consider the other case referred to, *Bolean against Rutlin*. It is important to bear in mind that this case was decided under the old rules as to pleading. It was in 1848, and it is important to mention that the point actually in issue in this case was as to the effect of a bill in Chancery. It is distinctly laid down that admissions in pleadings are evidence, and it is competent for the plaintiff to actually move for judgment on the admissions made by the defendant in pleadings. This is not the view that Baron Parke took under the old procedure, and the reason given by him in a judgment why statements in the pleadings should not be accepted by the Court as binding was that certain statements were made by counsel with a view to content the case made by the other side.

His Lordship—You draw a difference between a suggestion by the plaintiff's counsel of his own motion and an answer to an allegation of fact.

Mr. Pollock—Quite so, My Lord.

His Lordship—There is to be said in favour of your argument.—This is not a suggestion by counsel; it was an admission of the plaintiff's statement. At the time when *Bolean against Rutlin* was decided, was it possible to get admissions?

Mr. Pollock—I do not know, but under the old practice any statement made in the pleadings had to be confirmed on oath. We submit that in this action the only theory possible is that this admission was made upon the instruction of Wong Sun Nam, because it would be absurd to suppose that it could possibly come out of the brain of counsel or solicitors instructing counsel. In the case of *Backmaster against Meiklejohn*, in 1853, Baron Parke said pleadings are not admissions, but merely statements which the party wishes to raise for the opinion of the jury. Such was the practice in 1853, but it is quite obvious that such statements cannot hold water for a moment at the present time.

His Lordship—Judgment can be obtained on a statement in the pleadings.

Mr. Pollock—It is for the court to ask whether the admission made is made for some technical advantage, or whether it is a plain admission of fact. It is really for the court to treat every admission on its merits, and the court as you—

His Lordship—Not that, because before it gets to that status has to consider whether the evidence is admissible.

Mr. Pollock—It is really laid down that there is no binding rule in this matter. I think I have established from the judgment of Baron Parke that at that time admissions in pleading were not admitted as admissions in the sense they are taken by the court now. Can it be suggested for a moment that the learned counsel who signed the statement of defence suggested to his client that he should make that admission. The statement of defence must deny all material statements in the statement of claim that the defendant intends to deny at the trial.

His Lordship—This admission was not a material allegation.

Mr. Pollock—If it came into court to-morrow unamended, and the defendant lost his case, the plaintiff could ask for immediate execution. Your Lordship is entitled as a jury to take into consideration what is on record here.

Mr. Caldwell—With regard to the legal argument brought forward by Mr. Pollock, I rely chiefly on the case of *Allan and Hartley*. Pleadings are very frequently amended. Mr. Pollock said that the cases quoted, all in favour of the defendant, were under the old rules, and do not have any effect now. They are all in the latest editions.

His Lordship—I think your best argument is that the case 62 of 1903 is still *locum pendente*, and you may still ask leave to amend it, the case not being concluded. There has been no case like this before. The case Lord Mansfield spoke of was withdrawn, whereas here the case is still pending. I do not think I shall admit this evidence because the consequences might be very serious. I reject as evidence the statement of 62 of 1903 on the ground that the proceedings of that admission are still pending, and the pleadings containing that admission may still be withdrawn or amended.



Mr. Calthrop—A new question is whether the defendant was actually a partner, and not whether he held himself out as a partner. The only evidence presented is that in February, 1901, Wong Shing Tak, who was at that time the only partner of the firm in Hongkong, went with the defendant to the plaintiff firm, and then in answer to a question put to him gave the name of partners in the firm, and said the defendant was one of them. The defendant will deny that he was a partner in the firm. I shall be able to show that this firm commenced in 1875 and at that time there were twenty partners. The defendant's connection with the firm was twelve or fifteen years ago. For the last six or seven years he was employed as a buyer or seller. The manager was his uncle, Wong Shing Tak, and his uncle would have one of the employees of the firm would have used the firm's chop and sign his name. That is how the defendant used the firm's chop, and signed his name. He did not sign as a partner, but as one of the persons whose business was to carry on the business of the firm. When the plaintiffs commenced these proceedings they began by juggling two other persons into being partners in the firm, but they apparently had no evidence whatever to go upon against these two, and they dropped it. The evidence of these men is not trustworthy when one considers the reckless assertions made as to who were the partners in the firm.

After some further remarks Mr. Calthrop called evidence for the defense. The case was adjourned.

## IN SUMMARY JURIDICTION.

BEFORE MR. J. SERGEANT SMITH (PUNISH JUDGE).

Two actions were brought against J. F. Haynes, a clerk in the employ of Messrs. P. Lemaire and Company. In the first the Hongkong Hotel claimed \$7 for refreshments supplied, and in the other Cheong Lee and Company, of 29 and 31, Des Voeux Road Central, claimed \$182.55 on account of furniture sold and delivered. In the latter action Mr. A. E. Bonnar (of Messrs. Denny and Bonny) appeared for the plaintiffs, and Mr. P. W. Goldring, who sought to make a composition, for the defendant. Judgment went against the defendant in both actions. His Honor saying that the defendant and Cheong Lee and Company could arrange any terms of payment they chose.

YEE WO CHEONG V. EASTERN AND AUSTRALIAN STEAMSHIP CO., LTD.

Judgment was given in this action. Mr. Norman Ferrer, instructed by Mr. R. A. Harding, appeared for the plaintiffs; and Mr. H. E. Pollock, K.C., instructed by Mr. John Hays (of Messrs. Johnson, Stokes and Master), for the defendants.

His Honor said:—In this action Yee Wo Cheong, a Chinese firm trading at 101, Bonham Strand East in this Colony, seek to recover from the Eastern and Australian Steamship Company, Limited, whose agents in Hongkong are Messrs. Gibb, Livingston and Company, the sum of \$1,000 as damages for the non-delivery of certain sandalwood shipped at Timor on the steamship *Empire* for cargo to Hongkong. It appears that on the 12th, October 1904 the defendant's steamship *Empire* called at Timor and took on board a cargo of sandalwood in respect of which bills of lading were signed by the defendant's agent. Under two of those bills of lading the Yee Wo Cheong were the consignees. These two documents are as follows:—

"Shipped in apparent good order and well conditioned, &c., &c., a lot of sandalwood said to be 631 pieces, a lot of sandalwood said to be 78 pieces and a lot of sandalwood said to be 2,478 pieces being marked and numbered as in the margin, etc., etc."

The total of the pieces entered in the two bills of lading was 3,187, and it is agreed that only 3,074 pieces were delivered in Hongkong to the consignees.

If the bills of lading had not contained the words "said to be" or other qualifying words, the shipowners would have had to prove that 3,187 pieces were not as a fact shipped at Timor, but that only 3,074 pieces were shipped, in order to establish a successful defense in an action for damages for short delivery.

The principal authorities for this proposition are *McLean v. Fleming* L.R. 2 H.L. 328, *Harroving v. Kutz* 10 T.L.R. 115 and 400, and *Smith v. Boudin* S.N.C. (1895) A.C. 70. If, however, qualifying words, such as those used in these bills of lading, are introduced, it was argued, on the authority of *Jessel v. Ball* L.R. 2 Ex. 267 and *Labean v. G. S. N. Co.* L.R. 8 C.P. 96, that the onus moved from the shipowner to the shipper or consignee to show that, as a fact 3,187 pieces and not only 3,074 pieces, were received on board by the shipowners. Concerning that the authorities noted establish that the onus is shifted, I am of opinion that the plaintiffs have discharged that onus, and proved, as well as could be proved, that the number of pieces 3,187 entered on the bill of lading, as opposed to the 3,074 pieces actually delivered, were shipped. They have also proved that there was a mistake in one bill of lading in which the figure 78 should have been 87, as they appear in the mate's receipt as altered by the shipowner's agent, and in the Timor Customs Export document. The total number of pieces shipped was therefore 3,196, and the shortage was 122 pieces.

Though I have said enough for the purpose of my decision, I will make a few observations on points which arose in the case. The contract in Hongkong of Lai Shuk-hoi, who saw the pieces shipped at Timor and accompanied them to Hongkong, raises no suspicion in my mind that he has testified falsely in order to

enable the shippers in Timor to obtain from the consignees the price of more pieces than those shipped.

Shortly, if not immediately after the *Empire* arrived in Hongkong on the 20th October, some of the pieces of sandalwood shipped by her found their way to Macao. Such pieces were either a portion of the pieces delivered to the consignees, or a portion of the pieces on board, but not delivered. It is almost certain that three of these pieces were a portion of the pieces delivered to the plaintiffs. If that is so, the effect is only to show that the consignees have been defrauded after delivery, either with or without the connivance of their servants; for the consignees did not send or sell the pieces to Macao, and would not be likely to send them to a marine store dealer in that Colony, or under a false name. The incident cannot affect the question of how many pieces were actually shipped at Timor, unless, as is not the case, it had been proved that Lai Shuk-hoi had been a party to the fraud on the consignees; in which case his evidence would have been tainted and unreliable.

I have no doubt that a misunderstanding, not concurable under the circumstances, occurred in the record of the report made by Yip King-nam at the Water Police Station. I can ascribe no motive to him in deliberately making a false report; but if he made a false report, the bearing of reporting a loss of 220 pieces instead of 55 pieces upon the question of the number of pieces actually shipped at Timor, is not apparent to me. Moreover, proof that all the pieces found on board were tallied into lighters and thence delivered in full to consignees, does not establish that all the goods shipped at Timor had been tallied and delivered. But if it had been proved that plaintiffs' servants were on board from 5 p.m. to 11 p.m. on the 20th October when the sandalwood was being discharged into the Company's lighters, such evidence, coupled with the evidence of fraud practised on the consignees after delivery, would have supported a contention not supported by the evidence as it stands, that those servants were privy to, if not the actual authors of the removal of the missing pieces, the value of which is now being sued for; but whether this would have discharged the shipowners from their liability to deliver the whole amount proved to have been shipped is another question. There will be judgment for the plaintiffs with costs. I certify for counsel.

## HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

The report of the Directors of this Company for presentation to the Shareholders at the twenty-first Ordinary General Meeting on Saturday, 8th April, is as follows:—

Annexed we have the pleasure to lay before shareholders the annual statement of accounts made up to the 31st December 1904. The net profit including the balance brought forward from last year amounts to \$121,137.07, which it is proposed to appropriate as follows:—

To place to Reserve Fund	\$10,000.00
To pay a Dividend of 25 per cent 100,000.00	
To carry forward to next year's account	11,137.07
<b>Consolidated Statement—</b>	
Mr. J. H. Lewis having left the Company, Mr. H. P. White was invited to take his place on the consulting committee, and Dr. J. W. Noble was also invited to join the committee. In accordance with articles of association, Messrs. A. J. Raymond, D. E. Brown, H. P. White and Dr. J. W. Noble retire, but offer themselves for re-election.	
<b>Auditors:</b> The accounts have been audited by Messrs. P. Arnold and W. H. Potts, who are recommended for re-election.	
<b>SHEWAN TOMES &amp; CO.</b> General Managers,	

The accounts are as follows:—  
**PROFIT AND LOSS ACCOUNT.**  
For the year ended 31st December, 1904.

Interest	\$ 4,087.64
Exchange	128.77
Auditors' fees	400.00
Consulting committee fees	4,000.00
Depreciation for 1904 written off	15,151.14
<b>Balance</b>	<b>121,137.07</b>
	\$144,904.52
Balance brought forward from 1903	\$ 335.13
<b>Balance from working account</b>	<b>125,569.49</b>
	\$144,904.52

<b>BALANCE SHEET.</b>	
<b>LIABILITIES.</b>	\$ c.
Capital	500,000.00
100 shares at \$50 paid up	500,000.00
Reserve fund	50,000.00
Sundry creditors	6,808.54
Due to General Managers	2,095.75
Hongkong and Shanghai Banking Corporation	71,000.00
<b>Balance of profit and loss account</b>	<b>121,137.07</b>
	\$751,941.70

<b>ASSETS.</b>	\$ c.
Land, factory, machinery &c.	\$245,000.00
Since expended	6,151.14
	\$251,151.14
Less depreciation	236,000.00
Rope, hemp &c. in factory, valued at	267,257.91
Rope on commission, valued at	15,170.00
Fire insurance premium for 1905	1,422.31
Sundry debtors	95,265.25
Cash in hand	2,435.23
Investment of reserve funds	
\$250 shares in the China Provident Loan and Mortgage Co., Ltd. at \$8	\$30,400.00
250 shares in the China Light and Power Co., Ltd. (New issue) at \$8	20,000.00
	50,400.00
	\$751,941.70

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—  
On the 28th at 12.5 p.m. The barometer has risen slightly on the China coast.  
Pressure remains high over N. China, and relatively low over N. part of the China Sea. Gradients continue rather steep over the Formosa Channel and northern shores of the China Sea, and strong N.E. winds will probably prevail over those areas.  
Forecast:—Strong E. winds; overcast, some rain.

## CHAMBER OF SHIPPING.

The 25th annual meeting of the Chamber of Shipping of the United Kingdom was held on Feb. 17th.

The retiring President, Mr. W. F. G. Anderson, in moving the adoption of the report, observed that a number of important questions had engaged the attention of the executive committee during the past year. For some months a number of questions had been raised by the Eastern trade which related to the uncertainty which existed on the subject of contraband of war, and still more so by reason of the frequent stoppage and detention of steamships, especially by vessels belonging to the Russian Viceroyalty. Repeated representations were made to the Foreign Office, but it became obvious that there was great difficulty in giving effect to their suggestions during the continuance of the war. It was to be hoped that, after the present war was terminated, it might be found practicable to arrive at some understanding with other nations on the subject of contraband, and thus prevent any illegitimate interference with trade in the future. They might fairly congratulate themselves on the second reading of the Bill for the abolition of light dues. It was true that the deputations that waited on the Chancellor of the Exchequer and the President of the Board of Trade, on the 9th inst., were not encouraged to believe that the Government would do anything during the present Session to meet their views; but it was evident that this was due rather to the state of the national finances than to any serious objection on the question of principle. That they would succeed in the near future he had very little doubt, and, after all these years of agitation, they were not at all likely to allow the question to be lost sight of. (Hear, hear.)

On the motion of the retiring President, seconded by Mr. J. D. Milburn, Mr. W. F. G. Anderson was elected President for the ensuing year; and Mr. Oswald Sanderson was elected vice-president.

Mr. Watts, in the course of his presidential address, said that last year was probably the worst in the history of the shipping trade which any one present could remember, and the outlook was, he feared, such as to justify the anticipation that the trading results of the current year would be even more disappointing than those of 1904. A year ago the amount of tonnage under construction and contracted for left some ground for the hope that, before the expiration of this year, the expanding trade of the world might so far approximate to the amount of available tonnage as to admit of a reasonable improvement in freight. In the meantime, however, and notably during the past few months, the demand for new tonnage had been given out so freely that he was afraid the hoped-for revival in freight was not now even within measurable distance. A general impression which existed to the effect that the cost of building had about reached the low-water mark was, no doubt, partly responsible for the anxiety of shipowners to provide themselves with new tonnage. The necessity, also, of keeping abreast of the times by obtaining the most economical type of vessel was a factor in the situation which shipowners could not ignore, even though, by adding new vessels to their fleet, they themselves helped to depreciate the value of their older tonnage.

## FOREIGN SHIPPING SUBSIDIES.

There was no doubt, he thought, that sooner or later the United States Government would pass a Shipping Subsidy Bill calculated to cause a rapid increase in the mercantile tonnage under the United States flag, and that, in common with the other industries of the Republic, its mercantile marine would be protected in every possible manner against competition in every trade which the United States could, in any shape or form, be expected to enter. He was sure that the United States Government was not likely to pass this measure, but as an indication that early legislation might be expected, he thought it was significant that a contract for the carriage of coal from Norfolk to Manila was recently awarded to American shipowners on the basis of \$7 per ton by steam and \$6.50 per ton by sail, as against tenders at \$4.25 made by British shipowners. He said largely to the effect that the existing tonnage of the world afforded by means of Government subsidies was a great menace to the British shipping trade, but he was afraid that it was unlikely that mere representations to foreign Governments would have any effect unless and until his Majesty's Ministers were in a position to back up their verbal representations by alternative retaliatory measures.

## SHIPOWNERS AND THE SUEZ CANAL.

Referring to the shipowners' controversy with the administration of the Suez Canal, he said that the council were of the opinion that our Government should use its influence to arrange for a joint conference between shipowners and representatives of the Suez Canal Company. British shipowners were prepared to enter into the Suez Canal in a friendly and amicable spirit, and the council believed that a satisfactory agreement might be arrived at. In the meantime, let all of them whose business would in any way admit of it encourage, so far as might be practicable, the alternative route by the Cape. Cheap coal in South Africa had now materially altered the voyage estimate via the Cape of Good Hope to the East. The expenditure of £1,000 to £1,500 saved from Suez passages would not be thrown away, as the prolongation of time occupied by the vessels on the longer passage by the Cape reduced the amount of available tonnage in the market and, therefore, helped to stiffen freights.

## CONTRABAND OF WAR.

The Russo-Japanese war had raised various questions regarding the rights of neutrals, and it had been suggested in various quarters that an international agreement should be come to, clearly defining those articles which were in future to be treated as contraband of war. The Prime Minister had explained that there were many difficulties which stood in the way of any hard and fast definition of contraband. Even if his Majesty's Government considered it advisable to have a definite international agreement, he doubted very much whether it would be found practicable, inasmuch as the views of the various nations would depend largely on what they conceived to be their external needs if they were placed in the position of belligerents. Naturally the uncertainty with regard to what constituted contraband of war caused British shipowners much inconvenience and occasional loss. These occasional losses, however, could be insured against, and there was usually a chance of obtaining an extra rate of freight for certain articles which were considered only conditionally contraband, as well as others in regard to which no doubt existed. While dealing with this question, he might refer to the disabilities under which British shipowners were placed in consequence of our Foreign Settlement Act. Foreign shipowners—notably one company, in which an illustrious personage took a paternal interest—were at present carrying on some highly lucrative employment from which British shipowners were entirely debarred. How far these operations conflicted with the law of neutrality he was not prepared to say, but it was apparent that they could not be carried on if the laws of the foreign country to which he referred were as stringent as were our own upon the subject. He concluded by thanking

the chamber for the compliment which they had paid him by electing him as their president. (Cheers.)

Mr. G. T. Henderson, on behalf of the General Shipowners' Society (London), moved the following resolution:—"That this chamber protests against the Suez Canal Company having departed from the terms of the agreement of 1883 made with the British shipowners providing, *inter alia*, that, after a dividend of 25 per cent had been paid to the shareholders, all the net profits of the company should be applied to the reduction of the dues until such dues were reduced to 50 per cent, and it expresses its surprise and regret that, without any consultation with either this chamber or any other representative body, the British representatives on the Canal Board should have consented to this departure from the agreement of 1883 by which the charges for the canal transit have been since regulated.

Mr. J. H. Seranton seconded the resolution, and said that they were justified in calling upon the Government to support their claim in view of the immense preponderance of British shipping passing through the canal.

Mr. Daniel Stephens remarked that if shipowners could only meet these merchants who traded to the East, and get them to agree, for a short time, to allow their cargoes to go via the Cape, the matter would be settled in less than two months. Sir John Glover, who was one of the signatories to the agreement between M. de Lesseps and the British shipowners in 1883, said that he was in favour of their going amicably to their French friends and saying that they expected them to carry out their part of the bargain. He maintained that the shipowners had loyally abided by their part of it.

After further discussion, the resolution was carried unanimously.

It was also resolved to request the executive council to use their best efforts to secure that the owners of all classes of steamships which made use of the Suez Canal shall be adequately and fairly represented among the seven shipowners' members of the London Committee of the Suez Canal Company. Resolutions relating to a number of other shipping matters were afterwards passed, including the following, which was moved by Mr. Horron, on behalf of the Liverpool Shipowners' Association:—"That, in view of the bounties now granted by some foreign Governments to their ships, and of the legislation proposed in the United States of America with the object of subsidizing American shipping at the expense of foreign shipping, this chamber desire to call the attention of his Majesty's Government to the disadvantages under which British shipping is placed, and request that his Majesty's Government will take steps to obtain the withdrawal of existing bounties and prevent the granting of further bounties."

## ANNUAL DINNER.

The annual dinner of the chamber was held in the evening at the Hotel Metropole. Mr. F. Shadworth Watts, the president, occupied the chair; and the company included Mr. Gerald Balfour, President of the Board of Trade.

The toast of "The Imperial Forces" was proposed by Judge Bentoul, and Vice-Admiral Boyce responded.

Mr. Gerald Balfour, in responding, said that though the very best equipped vessel might sooner or later founder, he trusted the majority of 63 which the Government enjoyed on the previous day might at least have the effect of diminishing the rates of insurance. (Laughter.) He congratulated them upon the prosperity of their industry during the past year, but he saw some indications upon the distant horizon of better things. Within the last few months there had been a marked improvement in the shipbuilding and the iron and steel trades; and, though they might say that the excessive amount of tonnage had been built, yet prosperity in the iron and steel industry depended upon the prosperity of trade. In a revival in the iron and steel industries they had a promise of more prosperity for shipping in the present year than in the past year. Since the great war of 1900, ago there had been no case in which the force of sea power had been so markedly shown as in the Russo-Japanese conflict. The command of the seas had led to a really fought for and won as the determining factor in the character of all the military proceedings. It was not, therefore, to be wondered at that questions should have arisen on the rights of belligerents in relation to neutrals which had been allowed to lumber. If such rules as those which the Russians desired to lay down on the treatment of neutral vessels charged with carrying contraband were really acted upon, they would paralyze all neutral commerce. The representations made to the Russian Government had secured a recognition of the distinction between absolute and conditional contraband, and the undertaking that provisions should be in the latter class. He regretted that so far his Majesty's Government had not succeeded in obtaining similar undertakings for coal and raw cotton, nor in principle the claim in certain circumstances to destroy neutral vessels captured with contraband on board, instead of allowing the matter to be adjudicated by a Prize Court. But they had obtained assurances which entitled them to hope that in practice, at all events, their representations would not be disregarded. (Cheers.) Charges had been brought against his Majesty's Government of not having in these matters defended vital interests of the country with sufficient activity and determination. But if there had been any ground for a charge of timidity anywhere, too timidity had been rather on the side of shipowners and underwriters. Shipowners and underwriters one time took the view on insufficient evidence that the Russian Government was deliberately discriminating against the shipping of this country in favour of other nations. The Russian Government had warmly repudiated it, and, subject to one or two suspicious circumstances, he was bound to say that there never had been sufficient evidence to justify so grave a charge. But it was not desirable to allow these questions affecting the relations of neutrals and belligerents to stand where they were; they needed international consideration, and he hoped that they would soon obtain it. The proposed second conference at The Hague would, if it were held, afford a suitable opportunity for the discussion of such questions as had arisen. In entering any such conference the country must remember that the conference of to-day might be the belligerent of to-morrow, and that we ought in no circumstances to abandon belligerent rights. In conclusion he expressed the hope that, whoever might address them 12 months hence, whether himself or some one else, it might be possible by that time to address them not as President of the Board of Trade, but as Minister of Commerce. (Cheers.)

## KODAK

## FILMS &amp; ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

## LONG HING &amp; CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AN CHEE).

Hongkong, 27th December, 1904.

Other toasts followed, that of "The Shipping Committee of Members of the House of Commons" being proposed by Sir John Glover and responded to by Colonel Deary, M.P.—  
Concluded from the Times.

## NAVAL AND MILITARY.

H.M.S. *Pleiadis* which recently went on shore on Peel Reef, Thursday Island, received no damage.

H.M.S. *Hecla*, depot-ship for torpedo-boat destroyers on the China Station, has been allotted a complement of 224 officers and men.

Captain C. L. Brooke, R.M.A., and Lieutenant J. W. Suigou, R.M.L.I., are coming out to China to join H.M.S. *Vengeance*.

The Admiralty have made arrangements for offering for sale by auction at Chatham Dockyard thirty obsolete cruisers and other craft whose aggregate cost exceeded £3,000,000.

Towards the end of February thirty non-commissioned officers and men embarked on the cruiser *Barfleur* for conveyance to the *Vengeance* on the China Station.

H.M.S. *Diadem* is coming out to relieve H.M.S. *Amphitrite* on the China Station, the change taking place at Trincomalee. The *Amphitrite* was commissioned in March 1902.

The five Clyde shipbuilders in the Admiralty list have sent in tenders for a new Royal yacht for the King. The yacht will be smaller than the last, and may have turbine engines.

The Admiralty have decided to acquire a large depot at Portsmouth for storing gasoline for submarines and fuel oil for other warships. All new warships are fitted for the use of liquid fuel.

No officers are at present being transferred to the Indian Army from British regiments not stationed in that country. Before the Indian Army was so popular, volunteers from home units were called for.

An experiment is to be made in England in the construction of cottages for married soldiers, in order to increase the comforts of military families. If the experiment is found successful the plan may be carried out on a general scale.

Messrs. Vickers and Sons have received an order from the Admiralty to build ten submarines of a larger and more formidable type than hitherto. They will be more easily submerged and will have greater speed than submarines built up to the present.

Warships launched during 1904 and their tonnage are as follows:—United States, seven ships with a total displacement of 177,350 tons; Great Britain, sixteen ships, 120,050 tons; Germany, five ships, 42,400 tons; France, three ships, 42,220 tons; Italy, two ships, 23,260 tons; Austria, three ships, 11,480 tons.

The N. & E. *Record* has received a letter from the China Station stating that Mr. G. B. Hazell, gunner of the cruiser *Aetna*, has fitted a sight connection to one of the 6-in. guns, on the central pivot Mark I, mounting. This device enables the 2nd captain of the gun to keep the gun on the target without orders from the captain of the gun, and also to see if the captain of gun's sight is aligned correctly on the target, both sights being connected for range and deflection, and, therefore, in the same adjustment. The value of this cross-sighting arrangement was proved during the annual prize-giving, one man making nine out of ten rounds at a range of 3,000 yards. The target was of the ordinary service pattern.

A terrible British submarine disaster, resulting in six deaths, occurred at Queenstown on the 23rd February. *Salomina* A 5 was alongside the *Harard* out in the stream, with officers and crew on board, when a bad explosion occurred, injuring all those on board. When the explosion occurred all hands—officers and men—were below. The tiny engine which drives the vessel was being slowly worked to ascertain that it was in a satisfactory condition. Then, without warning, the explosion took place, hurling the officers and men about in the cramped space below. One man alone was able to crawl up the conning tower to get on the bridge, and his face and hands were streaming with blood. He gave the alarm, and promptly a number of the crew of the *Harard* got on board the submarine to render assistance. Fumes were then ascending the opening of the conning tower of a terrible suffocating nature, and it seemed certain death to anyone who might venture down into the prison where nine men were dead or dying. Volunteers for the hazardous task were plentiful, but only one man at a time could get through the narrow space leading below. A stoker named Mason was the first to venture, but he had scarcely got below when a second explosion took place, and he was blown up through the opening of the conning tower into the air for about twenty feet, and fell into the water, from which he was promptly rescued. Another man named "Traker" took up the task, and the dead and injured men were taken out one by one. The young officer in command (killed) had been a lieutenant only twenty-four hours.



TELEPHONE NO. 135.

## TANSAN

PER CASE OF 48 PINTS ... .. \$65

PER CASE OF 160 SPLICITS ... .. 800

## TANSAN

SOLE AGENTS—

## H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL.

## TORTURING DISFIGURING

Skin, Scalp and Blood Humours

From Pimples to Scrofula From Infancy to Age

Speedily Cured by Cuticura When All Else Fails.

The agonizing itching and burning of the skin, as in Eczema; the frightful scaling, as in psoriasis; the loss of hair and crusting of the scalp, as in scalded head; the facial disfigurements, as in acne and ringworm; the awful suffering of infants, and anxiety of worried parents, as in milk crust, wetter and salt rheum;—all demand a remedy of almost superhuman virtues to successfully cope with them. That Cuticura Soap, Ointment, and Resolvent are such stands proven beyond all doubt. No statement is so true as that they are not justified by the strongest evidence. The purity and sweetness, the power to afford immediate relief, the certainty of speedy and permanent cure, the absolute safety and great economy, have made them the standard skin cures, blood purifiers and humour remedies of the civilised world.

Bathe the affected parts with hot water and Cuticura Soap, to cleanse the surface of crusts and scales and soften the thickened cuticle. Dry without rubbing, and apply Cuticura Ointment freely, to allay itching, irritation and inflammation, and soothe and heal, and, lastly, take Cuticura Resolvent to cool and cleanse the blood. This complete local and constitutional treatment affords instant relief, permits rest and sleep in the severest forms of eczema and other itching, burning and scaly humours of the skin, scalp and blood, and points to a speedy, permanent and economical cure when all else fails.

Cuticura Resolvent, liquid and in the form of Chocolate Coat Pills, Cuticura Ointment and Cuticura Soap, are sold by all druggists and chemists, and by the proprietors, Dr. J. C. Williams, 100, N. 9th Street, New York, U.S.A.

Get the real Cuticura. Beware of cheap imitations. See that the name "Cuticura" is prominent on the wrapper.

169-1

## SIENTING.

SURGEON DENTIST.

No. 10, DAGUCLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903.

THE AMERICAN SYSTEM

OF

DENTISTRY

DR. M. H. CHAUN.

37, DES VOEUX ROAD CENTRAL, HONGKONG

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd Jan., 1904.

161

DR. NEWELL WILSON,

DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

62 FLOOR, WATKINS' BUILDINGS

31, Queen's Road Central

Hongkong, 19th October, 1904.

51



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed Daily Press only, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. 1897.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

## NOTICE.

I HAVE This Day Resumed Charge of the Company's Business.

GEO. L. TOMLIN, Secretary.

Hongkong, 28th March, 1905. [844]

## TO LET.

IN Hotel Mansions THREE OFFICES commanding position on Front.

Apply—

M. J. D. STEPHENS, Solicitor, 18 Bank Buildings.

Hongkong, 29th March, 1905. [845]

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNIA."

Captain J. B. Pearson, will be despatched on above on TUESDAY, the 4th April, at DAYLIGHT.

For Freight or Passage apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 29th March, 1905. [846]

## FOR SHANGHAI.

(Taking Cargo at through rates to THINGTAU and CHEUNGLOU).

THE Steamship

"LYEEMOON."

Captain Th. Lehmann, will be despatched for the above port on SATURDAY, the 1st April, at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO., Agents.

Hongkong, 28th March, 1905. [843]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 A.M., TO-DAY, the 28th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unloaded after the 4th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 4th April, at 9.30 A.M.

All Claims must reach us before the 10th April, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 28th March, 1905. [5]

## WANTED.

A ASSISTANT.

Apply to—

ROBINSON PIANO CO., LD.

Hongkong, 8th March, 1905. [646]

## WANTED.

TWO Gentlemen require BOARD and RESIDENCE in Private Family.

Apply to—

P. S., Care of Daily Press Office.

Hongkong, 27th March, 1905. [817]

## SHORTHAND.

PRIVATE LESSONS given in Pitman's Shorthand. Terms moderate.

Apply by letter to—

"J. W.", P.O. Box 143.

Hongkong, 10th January, 1905. [200]

## LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady, B. R., Care of Office of this Paper.

Hongkong, 16th May, 1905. [49]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO., Sole Agents.

## CONTRABAND OF WAR.

## A JUDGMENT

Defining the term "CONTRABAND OF WAR delivered by

SIR HENRY S. BERKELEY,

Chief Justice of Hongkong,

in the case of

OSAKA SHOSHEN KAISHA v. OWNERS of the S.S. "PROMETHEUS."

Together with the FINDINGS of Mr. E. A. Hewett (Superintendent of the P. & O. Steam Navigation Company) in the ARBITRATION.

## RE-issued in PAMPHLET FORM.

Copies 50 cents each may be obtained at the Office of the Hongkong Daily Press, Hongkong.

## NEW ADVERTISEMENTS

THE HONGKONG RIFLE ASSOCIATION.

THE ANNUAL GENERAL MEETING will be held at VOLUNTARY HEAD-QUARTERS (by permission) TO-MORROW (THURSDAY), the 30th March, 1905, at 5.30 P.M.

MOWBRAY S. NORTHCOTE, Hon. Secretary.

Hongkong, 28th March, 1905. [335]

HONGKONG CLUB.

## NOTICE.

THE SEVENTH DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club, \$100 each, was held in the Hongkong Club House, on SATURDAY, the 18th inst., when the following Debentures were drawn for redemption:

46	435	787	1117	1562
87	451	800	1124	1642
104	478	840	1161	1685
202	522	854	1223	1792
304	543	863	1226	1831
324	646	883	1260	1854
355	692	912	1279	1868
365	618	929	1353	1868
375	679	931	1364	1924
389	691	990	1419	1928
396	703	1016	1424	1929
401	716	1027	1531	1937
406	719	1084	1560	1957

and will be payable at the Hongkong and Shanghai Banking Corporation on the 31st day of March, 1905, in exchange for surrender of same.

By Order,

C. H. GRACE, Secretary.

Hongkong, 20th March, 1905. [757]

Under the Patronage of H.E. the GOVERNOR.

## CITY HALL.

## IMPORTANT NOTICE.

MR. EDWARD BRANSCOMBE'S WESTMINSTER

GLEE & CONCERT PARTY

from London.

## THREE CONCERTS ONLY.

MONDAY, 3rd APRIL.

TUESDAY, 4th APRIL.

AND THURSDAY, 6th APRIL.

A Unique Programme of GLEES, MADRIGALS, CATCHES, NATIONAL BALLADS, of ENGLAND, IRELAND, SCOTLAND AND WALES.

HUMOROUS MUSICAL SKETCHES.

FOUR BOY SOLO SOPRANOS.

LONDON CATHEDRAL CHORISTERS.

Box Office Robinson Piano Co. Prices \$3, \$2 & 1. Concert 9-11 P.M. Hongkong, 14th March, 1905. [634]

A. LING & CO., FURNITURE STORE.

PLATED GLASS AND CHINA WARE, &c., &c., and FOOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [22]

BOARD AND RESIDENCE

PENSION FRANCAISE AND RESTAURANT.

4, PORTLAND STREET.

TENUE PAR MME. I. QUIOU.

FIRST-CLASS COOKING BY A FRENCH COOK. Terms: \$3.50 per day. Reduced Terms for an Extended Stay. Hongkong, 13th January, 1905. [23]

FIRST-CLASS BOARD AND RESIDENCE.

"ST. GEORGE'S HOUSE," 2 & 4, KENNEDY ROAD.

"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour.

For terms, apply to—

Mrs. G. SACHSE, "St. George's House."

Hongkong, 17th March, 1905. [70]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 19th March, 1904. [761]

"TANG YUEN," BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisine and Accommodation.

Apply—

MANAGERESS, Macdonnell Road.

or FAIRALL & CO., Queen's Road.

Hongkong, 2nd March, 1903. [51]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.

Apply to Mr. MATHER, 2, Pedder's Hill.

Hongkong, 1st January, 1899.

PUBLIC COMPANY

THE CHINA-BORNEO CO., LD.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the OFFICES of the Company, St. George's Building, on SATURDAY, the 15th April, 1905, at 12 o'clock Noon, to receive a Statement of Accounts to the 31st December, 1904, and the Report of the General Manager and Consulting Committee and to Elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 15th day of April, both days inclusive.

J. WHEBLEY, General Manager.

Hongkong, 28th March, 1905. [638]

## PUBLIC COMPANIES

GEO. FENWICK AND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Company, will be held at the HONGKONG HOTEL, Victoria, Hongkong, on FRIDAY, the 31st day of March, 1905, at Noon, when the Subjunct Resolution which was passed at the Extraordinary General Meeting of the Company held on the 11th March, 1905, will be submitted for confirmation as a Special Resolution:—

"That Article X of the Company's Articles of Association and its marginal notes be and the same are hereby cancelled and that there be substituted therefor the following Article and marginal notes namely

Power to X. The Company in General Meeting may from time to time increase the capital by the creation of new shares of such amount as may be deemed expedient.

2. The new shares shall be issued upon such terms and conditions and with such rights and privileges annexed thereto as the General Meeting resolving upon the creation thereof shall direct and if no direction be given as the Directors shall determine.

3. Subject to any direction to the contrary that may be given by the Meeting that sanctions the increase of capital all new shares shall be offered to the parties who on a date to be named by the Meeting shall be members in proportion to the existing shares held by them and such offer shall be made by notice specifying the number of shares to which the Member is entitled and limiting a time within which the offer if not accepted will be deemed to be declined and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the shares offered the Directors may dispose of the same in such manner as they think most beneficial to the Company.

4. Except so far as is otherwise provided by the conditions of issue or by these presents any capital raised by the creation of new shares shall be considered part of the original ordinary capital and shall be subject to the provisions herein contained with reference to the payment of calls and instalments and transfer and transmission for forfeiture and otherwise."

By Order of the Board of Directors, W. G. WINTERBURN, General Manager.

Hongkong, 15th March, 1905. [706]

WATKINS LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the COMPANY'S OFFICE, No. 31, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report of the General Managers with a Statement of Accounts to 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, both days inclusive.

CHAN A. FOOK, General Manager.

Hongkong, 14th March, 1905. [705]

CAMPBELL, MOORE & CO., LD.

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 29, Queen's Road Central, on FRIDAY, the 31st March, 1905, at Noon, for the purpose of receiving the Report and Statement of accounts, for the year ending 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th to the 31st March, both days inclusive.

By Order, M. A. A. SOUZA, Secretary.

Hongkong, 15th March, 1905. [71]

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 30th April, 1905, at 11 A.M. for the purpose of receiving the Report and Statement of accounts, for the year ending 31st December, 1904, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 1st of April to the 11th of April, 1905, both days inclusive.

Members holding proxies for absent Shareholders must deposit the same with the Secretary for Registration at least Forty-Eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary.

Shanghai, 15th March, 1905. [807]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1905. [21]

## AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions from the COMMANDING OFFICER, THE HONGKONG VOLUNTARY CORPS, to sell by Public Auction,

TO-DAY (WEDNESDAY), the 29th MARCH, 1905, at 11 A.M., at the VOLUNTARY HEAD-QUARTERS,

A QUANTITY OF CONDEMNED AND OBSOLETE STORES.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 27th March, 1905. [824]

## PUBLIC AUCTION.

THE Undersigned have received instructions from MAJOR HURLY, to Sell by Public Auction,

TO-MORROW (THURSDAY), the 30th MARCH, 1905, at 2.30 P.M., within his residence, No. 16, KNOTSFORD TERRACE, Kowloon,

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising—

TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, SIDEBOARD, DINNER WAGON, BRASS-MOUNTED BEDSTEADS with WIRE and RATTAN MATTRESSES, CHILD'S COT, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBE with GLASS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th March, 1905. [839]

## PUBLIC AUCTION.

THE Undersigned have received instructions from Pastor TH. KRIEGL, to Sell by Public Auction,

TO-DAY (WEDNESDAY), the 29th MARCH, 1905, commencing at 2.45 P.M., at his residence "FAIRVIEW," Robinson Road, Kowloon,

VALUABLE HOUSEHOLD FURNITURE.

Comprising—

PLUSH COVERED DRAWING ROOM SUITE, TABLES, LACE CURTAINS, CARPETS, BOOKCASES, &c., &c., &c., EXTENSION DINING TABLE, DINNER WAGGONS, WAITING DESK, OVERMANTELS, &c., &c., &c., BRASS MOUNTED BEDSTEADS, BRASS MOUNTED COT, WARDROBES with BEVELED MIRROR, TOILET TABLES, MARBLE TOP WASHSTANDS with TILED BACK, LEATHER COVERED BEDROOM SUITE, &c., &c., &c., BATHROOM, PANTRY and KITCHEN REQUISITES; and

One COTTAGE PIANO, by W. Robinson & Co.

TERMS:—As Customary.

On View from Tuesday, the 28th March, 1905.

GEO. F. LAMMERT, Auctioneer.

Hongkong, 23rd March, 1904. [788]

GEO. FENWICK & CO., LD.

ENGINEERS AND SHIPBUILDERS.

THIS ON Established Firm especially

Caters for Ship and Engine Repairing. The Works may be reached in 10 minutes from Blaine Pier by Ricksha or Electric Tram.

Launches will call alongside vessels in the harbour flying the Call Flag E.

Telephone 142.

Hongkong, 2nd January, 1905.

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.

A.I. A.B.C., Scott's and Engineering Codes Used.

DOCK No.



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30 YEARS IN CHINA WITH  
17 YEARS' EXPERIENCE, OF THE  
CLIMATE OF HONGKONG.

## MANUFACTURE THE ONLY PIANOS

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CLIMATE OF HONGKONG.

**\$340 TO \$495**  
CASH, HIRE OR CREDIT.

ALL MATERIAL AND PARTS  
SEASONED HERE  
YEARS BEFORE USE.

## BABY GRANDS

FOR SMALL ROOMS WITH  
TONE AND APPEARANCE OF  
A FULL GRAND. **\$890**

## BECHSTEIN ROYAL PIANOS.

PIANO PLAYERS.  
**\$300 UPWARDS.**  
Hongkong, 23rd February, 1905. 630

### TO LET

**NO. 1, RIFON TERRACE.**  
A HOUSE IN WONG-NEI-CHONG  
ROAD, facing Race-course.  
FLATS IN MORRISON TERRACE, facing the  
Polo Ground.  
OFFICES in course of erection, CONNAUGHT  
ROAD (near Blakey's).  
GODOWNS: PRIMA EAST.  
A BUILDING at Causeway Bay, at present  
in occupation of the Steam Laundry Co., Ltd.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 29th June, 1904. 186

### TO LET

**A LARGE AND SPACIOUS ROOM OR  
OFFICE** on the First Floor of No. 31,  
Queen's Road Central. Possession from 1st  
April 1905.  
For particulars, please apply to—  
WONG CHU SANG,  
Care of Yee Sang Fat,  
Opposite the Post Office.  
Hongkong, 7th March, 1905. 635

### TO LET

**NO. 1, STEWART TERRACE, the Peak.**  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 28th March, 1904. 18

### TO LET

**NEW STORE** nearing completion to let  
in Chater Road, opposite Hongkong  
Hotel, area about 3,000 square feet.  
Apply to—  
Care of Daily Press Office.  
Hongkong, 18th March, 1905. 748

### FOR SALE AND TO LET

**FINE BUILDING SITES** for Sale in  
Wanchai Road; also GODOWN To Let.  
Cheap.  
Apply to—  
THE ROBINSON PIANO CO., LD.  
Hongkong, 10th February, 1905. 272

### TO LET

**FOUR OR FIVE OFFICE ROOMS** on  
First Floor of "Hotel Mansions" facing  
the New Post Office and Hongkong Hotel.  
Apply to—  
Care of Daily Press Office.  
Hongkong, 9th March, 1905. 675

### TO LET

**A WELL FURNISHED SIX ROOMED  
HOUSE**, Excellent situation, Garden,  
Tennis Court and Swimming Bath.  
Apply to—  
H. HUMPHREYS.  
Hongkong, 18th February, 1905. 492

### TO LET

**SUITE OF OFFICES**, Central position  
overlooking Harbour.  
Apply to—  
"24305,"  
Care of Daily Press Office.  
Hongkong, 25th March, 1905. 804

### TO LET

**FURNISHED, THE CASTLE.**  
For particulars, apply to—  
GEO. K. HALL DRUTON,  
39 & 41, Des Vaux Road,  
Hongkong, 22nd March, 1905. 777

### TO LET

**SUITABLE for Office, TWO ROOMS** in  
Prince's Building.  
Apply to—  
LAUTS, WEGENER & CO.,  
Hongkong, 4th March, 1905. 161

### TO LET

**NO. 3, CANTON VILLAS, Kowloon.**  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 27th March, 1905. 819

### TO LET

**NEW "KINGSCLERE" with Stables**  
entrances in both Kennedy and Mac-  
Donnell Roads.  
For full particulars, apply to—  
LINSTED & DAVIS,  
Alexandra Buildings, 3rd Floor,  
Hongkong, 17th February, 1905. 478

### TO LET

**OFFICE ROOMS** at Nos. 12 & 14, Queen's  
Road Central (Corner House); also  
GODOWNS at Back. Can be let separately  
or wholly. Rent moderate, cheaper if the whole  
is taken on a long lease.  
SEVEN EUROPEAN HOUSES, late  
P. Blackhead & Co. and Shawar, Tones & Co.'s  
Offices. Ground Floors and Top Floors with  
Gardens can be let separately on leases.  
Apply to—  
CHUNG SHUN KOO,  
12 & 14, Queen's Road Central,  
Hongkong, 24th December, 1904. 82

### TO LET

**OFFICES** in "Hotel Mansions" facing  
New Post Office and Hongkong Hotel.  
Apply to—  
HENRY HUMPHREYS,  
Alexandra Buildings,  
Hongkong, 7th January, 1905. 180

### TO LET

**"GLENIFFER"** Garden Road, Kow-  
loon, DETACHED HOUSE with  
Garden. Moderate Rental, ready for im-  
mediate occupation.  
Apply to—  
HENRY HUMPHREYS,  
or to  
HUMPHREYS ESTATE AND  
FINANCE CO., LD.  
Hongkong, 27th March, 1905. 820

### TO LET

**NOS. 74, CAINE ROAD.**  
GODOWNS Nos. 31A, 31B, 31C, Praya East.  
Apply to—  
COMPRADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 1st March, 1905. 84

### TO LET

**THE PREMISES** at present occupied by  
KELLY & WALSH LD., Queen's Road  
Central.  
Apply to—  
KELLY & WALSH LD.,  
Hongkong, 28th March, 1905. 832

### TO LET

**FURNISHED ROOM**, with or without  
Board. Terms moderate.  
Apply to—  
B. X.,  
Care of Daily Press Office.  
Hongkong, 28th March, 1905. 833

### TO LET

**EYRIE**, Unfurnished. Newly repaired,  
Painted and Colourwashed.  
No. 1, BELLIOS TERRACE, 1st Row.  
No. 18, " " 3rd Row.  
No. 20, " " 3rd Row.  
No. 1, DES VEAUX VILLAS,  
BUNGALOW (Furnished), at New Terri-  
tory, Kowloon, 4 Rooms, low rental.  
"KELLET CREST" (Furnished), Peak,  
for 24 months from 15th April to 30th June,  
1905.  
2nd FLOOR in Central position, containing  
Four Large Rooms, Anteroom and Lavatory,  
&c., with use of Electric Lift. Well suited for  
Offices.  
No. 3, SEYMOUR TERRACE (Furnished).  
Apply to—  
LINSTED & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 20th January, 1905. 180

### TO LET

**TWO FIRST-CLASS SHOPS**, European  
Style, in Kowloon. Possession on or  
about 31st August, 1905. Moderate Rentals.  
Apply to—  
HUMPHREYS ESTATE &  
FINANCE CO., LD.  
Hongkong, 21st June, 1904. 197

### TO LET

**HIRANO WATER.**  
THE QUEEN OF TABLE WATER.  
PURE, SPARKLING, INVIGORATING.  
THE LEADING MINERAL WATER OF THE EAST.  
Bottled in Japan by H. E. REYNELL & Co.  
BEWARE OF JAPANESE IMITATIONS.  
F. BLACKHEAD & CO., AGENTS.  
Hongkong, 31st July, 1903. 36

### ON SALE

**THE PROVINCE OF SHANTUNG**  
ITS TRADE, POPULATION AND FUTURE  
PROSPECTS.  
BY M. O'S.  
Reprinted from the "HONGKONG DAILY PRESS".  
Price, 50 cents Cash, Messrs. Kelly & Walsh  
or Daily Press Office.  
Hongkong, 31st January, 1905.

## AMERICAN SHIPPING SUBSIDIES.

The Times, giving an article on American Ship Subsidies, comments that it is full of significance for the people of this country. It is a fresh and striking illustration of those vast and far-reaching changes which every thinking man must recognize as now taking place in the commercial relations of the world, even though opinions may be sharply divided as to the right method of dealing with them. Every one knows that the mercantile marine of the United States was practically destroyed during the War of Secession, and that notwithstanding the vast increase in the population, prosperity, and industry of the country, it has never since recovered its old position on the ocean. In fact, so far from recovering that position, the native mercantile marine of the United States has for many years past been steadily losing ground. Before the war the tonnage of American registered vessels amounted to over five-and-a-half million tons. It was then not far behind the contemporary tonnage belonging to Great Britain, and practically equal to that of all other nations. Indeed it was far greater than that possessed even now by any nation except Great Britain, having been more than twice as great as that of Germany, which was given in return for which it committed no longer ago as a little over 2,200,000 tons. The United States tonnage is now less than 900,000 tons. Yet the maritime commerce of the United States amounts, according to the same return, to nearly five hundred millions annually, and is only less by about £114,000,000 than the total foreign commerce of Germany by sea and land. Even in 1870 the tonnage of the United States was more than a million and a half, and this sufficed to carry 35 per cent. of the foreign trade of the country. Twenty years later President Harrison bemoaned the fact that this percentage had sunk to 12 per cent., and now it barely reaches 9 per cent. It is evident that if this decline is not checked, the mercantile marine flag of the United States must sooner or later disappear from the seas as completely as it did after the War of Secession. It is to be regretted that the last people in the world to regard this prospect with apathy and complacency. They are wealthy, prosperous, and energetic, they do not allow fiscal prejudices to override national interests, and they have lately been inspired with a fuller and more active appreciation of the position of the United States as a world power. "What other nations have done for us elsewhere, done their best to rescue the nation to a state of the perilous state of its mercantile marine. But they appealed for the most part to deaf or unwilling ears. The people of the United States were too busy doing work "which lay close to their hands to be able to give time to dreams of a world-wide commerce." Their internal trade was so vast and fraught with such incalculable possibilities of development that, until the Cuban war came to reveal to them, as in a vision, the larger destinies of their country, they were little disposed to listen to the appeals successively made to them by men like President Grant, President Arthur, Mr. Blaine, President Harrison, and President McKinley. They were doing very well at home, and they were content for foreign shipping to take its toll of their trade across the sea. Now, however, President Roosevelt makes the appeal with far more favourable auspices. His own personality counts for much, but his accordance with time and circumstance counts even for more. The Americans are learning to think imperially, and the primordial basis of sea-power—an indigenous and flourishing mercantile marine—appeals to their interests and to their imagination. The Commission appointed by President Roosevelt have taken evidence at selected centres of commerce, industry, and population throughout the United States, and they report that "public sentiment is practically unanimous not merely in desiring, but in demanding, an American ocean fleet built, owned, officered, and sailed as may be, manned by our own people." What the people of the United States unanimously demand they are pretty certain to get in the long run. They are not the people to desire the end and haggard over the means. They know where the hitch lies, and they know, or at least they think they know, how to get over it. Foreign shipping, mainly British, commands the market for American freights, because ships can be built more cheaply—some 30 to 40 per cent. more cheaply—in Europe than in American shipyards, because higher wages are demanded and obtained by American than by European seamen; and thirdly, because most European Governments pay mail subsidies or bounties to ships plying on the most desirable routes. It is all a question of money, therefore—or at least so the American people regard it—for they are convinced that the position of this country on the seas is largely due to historical causes and not to an aptitude for the sea and its uses which they have any reason to despair of rivaling—and, as public money is not scarce in America when the people are satisfied with its application, it seems more than probable that the United States will before long become a very formidable competitor for a share proportionate to its abundant energy and its inexhaustible resources in the maritime commerce of the world. Our Correspondent continues the Times, gives a full summary of the measures recommended by the Commission for the attainment of this end. It is proposed, first, to create a volunteer naval reserve consisting of 20,000 men in all, who are to receive retainers, varying with age, to be paid, and employment of from fifteen to 100 dollars annually; secondly, to pay an annual subsidy, subject to certain prescribed conditions, of five dollars per gross registered ton for every vessel, steam or

sail, engaged in the foreign trade or deep-sea fisheries, with proportionate subsidies for shorter periods; thirdly, to pay subsidies at increased rates to procure the establishment of regular lines of steamships on ten specified new routes, including routes to Cuba, Mexico, and Central South America, to South Africa, and across the Pacific; and, fourthly, to impose an increased scale of tonnage taxes on all vessels, American as well as foreign, which enter American ports in the foreign trade—a precedent for which is alleged to be found in the British Light Dues. By virtue of these measures the Commission are of opinion that American shipping will be able to compete on favourable terms with the foreign shipping, principally British, now engaged in carrying the bulk of the overseas commerce of the United States. That they will make the competition much more severe than it is at present cannot be disputed for a moment. But it still remains to be seen whether the subsidies and other advantages proposed, enormous as they are in the aggregate, will suffice to induce American shipbuilders and American shipowners to undertake so large an expansion of their business as would defy competition altogether. If the initial cost of a ship built in this country is from 30 to 50 per cent. less than the cost of a similar ship built in the United States, and if the working expenses of the British ship are so far as they depend on the rate of wages, also less than the corresponding working expenses of the American ship, it is evident that the subsidy must be a very heavy one which will enable the American ship to compete on anything like equal terms with the British ship. Be this as it may, however, it is not less certain that the prospect is by no means a pleasant one for the British shipowner. The Americans are not the people to do things by halves, and if, having once resolved on a policy of subsidies, they find that the subsidies proposed are insufficient, they will not hesitate to increase the dose until the required effect is produced. It will be urged, perhaps, that the dose will need to be so strong as to kill the patient in the end. Time will show. In the meanwhile the patient's rival will assuredly have no easy time of it.

## NAVAL PROGRAMME.

### THE NEW SHIPS.

The estimates for national defence, which will shortly be issued to Parliament, are framed on the principle of maintaining the existing and military services both at home and abroad. A minimum economical basis, consistent with efficiency, is being aimed at, and the over-lapping of previous years between the two services will be obviated. There will be reductions in the military garrisons of the Colonies, and in the case of some of the smaller stations the navy will assume an increased responsibility. At home, of course, the aquatic defences pass into naval charge, although the army will provide new coast defence staffs for land work. The shipbuilding programme, in view of events in the Russo-Japanese war, and of the purchase by the British Government of the two Chilean ships, will not be a particularly extensive one, but it is directed on a basis which will keep ahead of combinations and of Germany is the pace of building. Three armoured ships will be provided this year for construction in the Royal Dockyards at Portsmouth, Chatham, and Devonport, and of contract vessels there will be one or two. These vessels will be battleships, except in name, i.e., armoured cruisers. An exception may be made in the case of one battleship proper, and this vessel may be of record tonnage, according to the new ideas of battleship construction. Small craft and guns will be provided for on an adequate scale. When Rear Admiral Percy Scott joins for duty at the Admiralty, he is to give attention to the subject of night attacks. Some important experiments will be carried out, both in attacking and in being off torpedo boats under the searchlight. Battleships are to be protected in firing by night at their deadly enemy, the torpedo-boat, for it is accepted that attacks by these craft will never be made in daylight. Rear Admiral R. F. H. Henderson, Superintendent of Portsmouth dockyard, shortly takes up the post of Admiral Commanding the Coastward and Reserves. Rear Admiral Barry relieves him at Portsmouth next month. Captain C. P. Thorneycroft, Flag Captain to the Commander-in-Chief at Devonport, will probably be given command of a cruiser at an early date. Standard.


## GARRISON ORDERS.

**HEAD QUARTERS,**  
HONGKONG, 28th March, 1905.  
**GENERAL ORDERS—Arrivals—No. 51.** Capt. J. T. G. Adamson, 119th Infantry arrived on the 24th instant per s.s. *Sunda* from England on return from leave. (1) One Conductor, wife and child, and four Lieutenants, Indian Ordnance Department, arrived on the 27th instant per s.s. *Gregory* from Calcutta on route to Tientsin.  
**Departure—**Lieut. F. C. Chandler, Inspector of Army Schools, left on the 27th instant per s.s. *Kanai* for Tientsin on inspection duty.  
**GARRISON ORDERS—Leave.** No. 1. Leave of absence on private affairs to the neighbouring countries has been granted to Major W. A. F. Williamson, Army Service Corps, from 4th April to 1st May 1905. (1) Leave of absence on private affairs to the neighbouring countries of a England has been granted to Lieut. J. U. Hope, Royal Garrison Artillery, from 23rd March to 23rd September 1905.  
**Court of Inquiry—**No. 2. A Court of Inquiry in accordance with Para. 354 King's Regulations will assemble at Victoria Barracks at 10 a.m. on the 29th instant for the purpose of investigating the cause of a fire in No. 3 Room, B Block, Victoria Barracks, on the 6th instant.  
**President:** Capt. C. G. Pack-Berford, 2nd Royal West Kent Regt. Members: An Officer, Royal Engineers. Officer i/c Barracks. All witnesses duly required to attend. Proceedings in duplicate to be forwarded to the Chief Staff Officer.  
**Ration Advance—**No. 4. It is notified for information that for the year commencing 1st April 1905, the following are the prices to be taken when claiming the allowance in lieu of rations. European Troops, 30 cents; H.K. S.B.R.G.A., 25 cents; Other Indian Troops, 22 cents; Followers, 17 cents.  
By Order  
A. A. CHICHESTER, Major, Chief Staff Officer.

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Should purchase  
"FROM HONGKONG TO CANTON  
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Messrs. W. BREWSTER & CO.  
Canton: Messrs. A. S. WATSON & CO.  
Hongkong, 4th October, 1903.



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**SANDEMAN BUCK & CO.'S SHERRIES.**  
SANDEMAN'S LIGHT DRY SHERRY ... Per Dozen Quarts \$14.00  
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SANDEMAN'S FINE OLD BROWN SHERRY " " " 30.00  
N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our Customers all the advantages accruing from bottlings done at home under the direct supervision of the Growers and Distillers, as compared to bottlings done in China by Chinamen at the service of European Houses.



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S. MINAMI, Manager, Hongkong.

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For an emergency. When accidents happen, or sudden sickness comes, nothing will bring such prompt relief as that famous old remedy,

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It preserves the teeth by thorough and antiseptic cleansing, and also gives them the requisite polish without injuring the enamel.

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These articles can be readily obtained from most Chemists and Storekeepers.

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## SHIPPING.

## ARRIVALS.

ACHILLE, British str., 4,493, R. C. Thompson, 27th Mar.,—Shanghai 24th Mar., General.—Butterfield & Swire.

AGAMEMNON, British str., 4,461, Robert Day, 27th Mar.,—Singapore 22nd Mar., General.—Butterfield & Swire.

ASCOT, British str., 2,754, Cox, 28th Mar.,—Chinwang 18th Mar. and Chefoo 24th Mar.,—Gibb, Livingston & Co.

BENJOL, British str., 1,933, H. W. Bea, 28th Mar.,—Yokohama and Shanghai 24th Mar., General.—Gibb, Livingston & Co.

HAICHING, British str., 1,267, A. E. Hodgins, 28th Mar.,—Fook how, Amoy and Swatow 27th Mar., General.—Douglas LaPraik & Co.

HANON, French str., 733, P. Merles, 28th Mar.,—Hong 25th Mar.—A. R. Marty.

HUE, French str., 705, Gecinau, 28th Mar.,—Haiphong and Port 27th Mar., General.—A. R. Marty.

KARON, Norwegian str., 1,571, Johannsen, 28th Mar.,—Jan and Port Said 23rd Feb.,—Cant.—Order.

LOONINGHOON, German str., 1,500, Kalkofen, 28th Mar.,—Shanghai 25th Mar., General.—Simsen & Co.

PERLADES, Amr. str., 2,932, P. G. Purington, 28th Mar.,—Manila 25th Mar., comp and sugar.—Doddwell & Co.

PRINZ REGENT LUITPOLD, German str., 8,954, E. Frohn, 28th Mar.,—Bremen 15th Feb. and Singapore 23rd Mar., Mails and General.—Melchers & Co.

PRINZ REGENT LUITPOLD, German str., 3,920, H. Kitchner, 28th Mar.,—Yokohama 18th Mar., Mails & General.—Melchers & Co.

TAIWAN, British str., 1,169, H. Harder, 28th Mar.,—Shanghai 23rd Mar. and Swatow 27th Mar., General.—Butterfield & Swire.

ZAPFO, British str., 1,911, R. Rodgers, 28th Mar.,—Manila 25th Mar., General.—Shewan, Tomes & Co.

## CLEARANCES.

## AT THE HARBOR MASTER'S OFFICE.

28th March.

AGAMEMNON, British str., for Shanghai.

ACHILLE, British str., for Shanghai.

BENJOL, British str., for Kishu.

FAUCHING, British str., for Swatow.

MANUEL JAGUON, Amr. ship, for Baltimore.

SCANDIA, British str., for Singapore.

SORALASE, British str., for Kobe.

TAIWAN, British str., for Canton.

TRIUMPH, German str., for Swatow.

## DEPARTURES.

28th March.

FOYLE, British str., for Nagasaki.

HATUN, British str., for Swatow.

LOKANG, British str., for Canton.

P. E. PRINCE, German str., for Shanghai.

RENOULT, Norwegian str., for Swatow.

TAKING, British str., for Manila.

THEMIS, Norwegian str., for Kobe.

WOONUNG, British str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Zeigun* reports: Light winds, fine and clear weather to Chapel Island; dense fog vicinity of Lamouks; from thence to Port fresh N.E. wind and rough sea.

The American str. *Pleides* reports: Light and moderate variable winds, smooth sea, and fine weather first part of passage. Latter part overcast and cloudy with light rain and fog, moderate N.E. winds.

The German str. *Prinz Regent Luitpold* reports: Between Nagasaki and Shanghai strong N.E. wind and high sea. The departure from Shanghai on the 25th inst. was delayed 15 hours by fog. Steamer anchored 15 miles off Wonsung in thick fog from 12.40 p.m. to 2 a.m. on the 26th inst.; thence fine weather and moderate N.E. winds to Hongkong.

## VESSELS IN DOCK.

28th March.

ABERDEEN DOCKS.—*Telemachus*, German str.

KOWLOON DOCKS.—*Westminster Bridge*, H.M.S. *Whiting*, *Sungliang*, *Likia*, U.S.S. *Bainbridge*, U.S.S. *Barry*, U.S.S. *Chauvenet*, U.S.S. *Dale*, U.S.S. *Decatur*, U.S.S. *Wickes*, *Proctor*, U.S. *General Alford*.

COMMERCIAL DOCK.—*Lycemmon*.

## VESSELS ON THE BERTH.

## "SHIRE" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

Captain C. H. Burch, will be despatched for the above ports TO-DAY, the 29th inst., at 4 p.m.

This steamer has superior accommodation for passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

Hongkong, 21st March, 1905. [76]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Hodgins, will be despatched for the above ports TO-MORROW, 30th inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LA PRAIK & CO.,

General Managers.

Hongkong, 27th March, 1905. [89]

## FOR NEW YORK.

## VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

THE Steamship

"SCHUYLKILL."

Captain Nicholas, due here on or about April 3rd, will be despatched as above at Daylight on the 6th.

She will be followed by the s.s. "HUDSON."

Captain Burnett, talking hence on or about April 25th.

For Freight & further information, apply to

STANDARD OIL COMPANY,

OF NEW YORK,

Oriental Freight Department,

4 Des Voeux Road, Central,

Hongkong, 3rd March, 1905. [601]

## FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."

951 Tons, Captain J. McGinty, will leave for Canton at 9 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., L.D.

No. 147, Connaught Road Central,

Hongkong, 15th March, 1904

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.  
2. From Harbour Master's to Blake Pier.  
3. From Blake Pier to Naval Yard.  
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	CLASS & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.	—	C. H. Burch	SHEWAN, TOMES & CO.	To-day, at 4 p.m.
LONDON & ANTWERP	MALACCA	Brit. str.	—	G. W. Babat, R.N.R.	P. & O. S. N. Co.	About 29th inst.
LONDON & ANTWERP	NEUBA	Brit. str.	—	F. N. Tillard	BUTTERFIELD & SWIRE	On 5th April, at Noon.
LONDON & ANTWERP	MACHAON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 11th April.
LONDON & ANTWERP	KASOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 25th April.
LONDON & ANTWERP	JASON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th May.
LONDON & ANTWERP	PINGSKY	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 23rd May.
LONDON & ANTWERP	TOURANE	Brit. str.	—	Gir rd	MESSAGERIES MARITIMES	On 4th April, at 1 p.m.
LONDON & ANTWERP	P. K. LUTPOLD	Brit. str.	—	H. Kitchner	MELCHERS & CO.	To-day, at Noon.
LONDON & ANTWERP	SEVIA	Brit. str.	k.w.	Knaiss	HAMBURG-AMERIKA LINE	On 4th April.
LONDON & ANTWERP	SILVIA	Brit. str.	k.w.	Bahle	HAMBURG-AMERIKA LINE	On 16th April.
LONDON & ANTWERP	SLAVONIA	Brit. str.	k.w.	Madson	HAMBURG-AMERIKA LINE	On 2nd May.
LONDON & ANTWERP	SKOVIA	Brit. str.	k.w.	Schoenfeldt	HAMBURG-AMERIKA LINE	On 16th May.
LONDON & ANTWERP	SENEGAMBIA	Brit. str.	k.w.	Jaburg	BUTTERFIELD & SWIRE	On 30th May.
LONDON & ANTWERP	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th April.
LONDON & ANTWERP	LAERTES	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th May.
LONDON & ANTWERP	M. BACQUEHEM	Brit. str.	—	Rasservich	SANDER, WIELER & CO.	To-morrow, P.M.
LONDON & ANTWERP	LOWTHER CASTLE	Brit. str.	—	Doddwell & Co., Ltd.	—	About 18th April.
LONDON & ANTWERP	SCHUYLKILL	Brit. str.	—	Nicholas	STANDARD OIL CO.	About 25th April.
LONDON & ANTWERP	HUDSON	Brit. str.	—	Burnett	STANDARD OIL CO.	On 25th May.
LONDON & ANTWERP	NUBIA	Brit. str.	k.w.	Habel	CANADIAN PACIFIC R. CO.	To-day.
LONDON & ANTWERP	EMPEROR OF CHINA	Brit. str.	1 m.	F. G. Purington	CANADIAN PACIFIC R. CO.	On 26th April.
LONDON & ANTWERP	TAITAN	Brit. str.	—	—	DODWELL & CO., LIMITED.	To-morrow.
LONDON & ANTWERP	TELEMACUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 29th April.
LONDON & ANTWERP	NICOMEDIA	Brit. str.	—	Wagner	PORTLAND & ASIATIC S.S. CO.	On 1st April, at Daylight.
LONDON & ANTWERP	AUTRILIAN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & CO.	On 5th April, at Noon.
LONDON & ANTWERP	CHINGTO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th April.
LONDON & ANTWERP	PERA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	About 2nd April.
LONDON & ANTWERP	TAIWAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th April.
LONDON & ANTWERP	NINGPO	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
LONDON & ANTWERP	FAUSANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
LONDON & ANTWERP	TAIWAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 31st inst.
LONDON & ANTWERP	LYNBOON	Brit. str.	—	Th. Lehmann	SIEMSEN & CO.	On 1st April, at 4 p.m.
LONDON & ANTWERP	ARMAND BERIC	Brit. str.	—	—	MESSAGERIES MARITIMES	To-morrow, at 10 a.m.
LONDON & ANTWERP	CHARA JESSEN	Brit. str.	—	Bandixon	OSAKA SHOSEN KAISHA	On 4th April, at 10 a.m.
LONDON & ANTWERP	COROMANDEL	Brit. str.	—	G. M. Montford, R.N.R.	P. & O. S. N. Co.	About 7th April.
LONDON & ANTWERP	SECHUAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st April.
LONDON & ANTWERP	APINADRE	Brit. str.	—	—	OSAKA SHOSEN KAISHA	To-morrow, at 10 a.m.
LONDON & ANTWERP	B. BROWN	Brit. str.	—	C. Olson	OSAKA SHOSEN KAISHA	On 2nd April, at 10 a.m.
LONDON & ANTWERP	DOJIMA	Brit. str.	1 m.	Schlaikier	OSAKA SHOSEN KAISHA	On 5th April, at 8 a.m.
LONDON & ANTWERP	SURONGANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst.
LONDON & ANTWERP	HAICHING	Brit. str.	2 h.	J. B. Pearson	JARDINE, MATHESON & CO.	On 4th April, at Daylight.
LONDON & ANTWERP	YUENSANG	Brit. str.	—	Hodgins	DOUGLAS LA PRAIK & CO.	To-morrow, at 10 a.m.
LONDON & ANTWERP	ZAPFO	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 31st inst., at 4 p.m.
LONDON & ANTWERP	TEAN	Brit. str.	1 m.	E. Rodgers	BUTTERFIELD & SWIRE	On 1st April.
LONDON & ANTWERP	RUBI	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th April.
LONDON & ANTWERP	TRENTON	Brit. str.	—	A. H. Nether	SHEWAN, TOMES & CO.	On 8th April.
LONDON & ANTWERP	MAUSANG	Brit. str.	—	T. W. Garlick	DODWELL & CO., LTD.	About 12th April.
LONDON & ANTWERP	TIJANAN	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 1st April, at 4 p.m.
LONDON & ANTWERP	KUMSANG	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
LONDON & ANTWERP	—	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-day, at Noon.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

VIA

## MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Purington	Thursday, March 30th
SHAWMUT	9,606	E. V. Roberts	Thursday, April 13th
TREMONT	9,606	T. W. Garlick	Friday, April 21st
LYRA	4,417	G. V. Williams	Monday, May 15th

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9,606 tons. T. W. Garlick. About 12th April.

S.S. LYRA 4,417 tons. G. V. Williams. About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior

Accommodation for First and Second Class Passengers. The large size of these vessels

steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried

in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Queen's Buildings, Hongkong, 11th March, 1905. [7]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI VIA INLAND

SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP

"NICOMEDIA" 4,370 Tons. Wagner. April 11th, 1905.

"NUMANTIA" 4,370 Tons. Bremer. April 20th, 1905.

"ARABIA" 4,483 Tons. Bahle. May 11th, 1905.

"ARAGONIA" 5,198 Tons. Schult. May 30th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and

United States Ports. For through rates of Freight and further information, communicate

with or apply to

ALLAN CAMFRON, GENERAL AGENT.

Hongkong, 29th March, 1905. [3]

## CANADIAN PACIFIC RAILWAY CO.'S

## ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND

VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 29th Mar.

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 19th April.

R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 26th April.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 10th May.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 24th May.

Hongkong to London, 1st Class. via St. Lawrence 280. via New York 262.

Intermediate on Steamers. 240. and 1st Class Rail. 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP, passing through the

famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to

VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND

TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only a

termidiate rate, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

and Japanese Governments

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent,

9, Pedder Street.

[6]

## HAMBURG-AMERIKA LINE.

## OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN

LIEBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINIST, GENOA, PORTS IN THE

LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS. DESTINATIONS. SAILING DATES.

SUEVIA. HAVRE AND HAMBURG. On 4th April. Freight.

Capt. Knaiss. (Calling at Singapore, Penang and Colombo) On 16th April. Freight & Passengers.

• SUEVIA. HAVRE AND HAMBURG. On 2nd May. Freight & Passengers.

• SLAVONIA. HAVRE AND HAMBURG. On 16th May. Freight.

Capt. Madson. (Calling at Singapore, Penang and Colombo) On 16th May. Freight.

SEGOVIA. HAVRE AND HAMBURG. On 16th May. Freight.

Capt. Schoenfeldt. (Calling at Singapore, Penang and Colombo) On 16th May. Freight.

SENEGAMBIA. HAVRE AND HAMBURG. On 16th May. Freight.

Capt. Jaburg. (Calling at Singapore, Penang and Colombo) On 16th May. Freight.

NUBIA. NEW YORK VIA SUEZ. On 25th May. Freight.

Capt. Madson. With liberty to call at the Malabar coast

† Special attention of intending Passengers is drawn to the splendid accommodation of these

steamers. Saloons and cabins airships. Lighted throughout by electricity.

For Further Particulars, apply to

HAMBURG-AMERIKA LINE

HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

12

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION).

FOR STEAMERS TO SAIL.

\* SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Wednesday, 29th Mar., Noon.

SHANGHAI VIA SWATOW & FOCHOW "FAUSANG" ... Thursday, 30th Mar., 4 p.m.

\* MANILA DIRECT "YUENSANG" ... Friday, 31st Mar., 4 p.m.



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"JASON"	On 1st April.
GLASGOW and LIVERPOOL	"LAERTES"	On 8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	On 15th April.
GLASGOW and LIVERPOOL	"CHINGWO"	On 22nd April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 29th April.
GLASGOW and LIVERPOOL	"DIOMED"	On 6th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 13th May.
GLASGOW and LIVERPOOL	"DEUCALION"	On 20th May.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"KAISOW"	On 26th April.
AMSTERDAM, LONDON and ANTWERP	"JASON"	On 3rd May.
AMSTERDAM, LONDON and ANTWERP	"LAERTES"	On 10th May.
AMSTERDAM, LONDON and ANTWERP	"PINGSUEY"	On 17th May.

Taking Cargo for Liverpool at London Rates.  
TRANS-PACIFIC SERVICE.  
STEAMERS TO SAIL  
VICTORIA, SEATTLE, TACOMA, and  
NAGASAKI, KOBE & YOKOHAMA.  
"TELEMACHUS" On 20th April.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 27th March, 1905.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, AMOY, MANILA, CEBU and ILOILO.	"NINGPO"	On 29th March.
SHANGHAI, AMOY, MANILA, CEBU and ILOILO.	"SUNGKIANG"	On 31st March.
SHANGHAI, AMOY, MANILA, CEBU and ILOILO.	"TAIWAN"	On 1st April.
SHANGHAI, AMOY, MANILA, CEBU and ILOILO.	"SZECHUAN"	On 4th April.
SHANGHAI, AMOY, MANILA, CEBU and ILOILO.	"TEAN"	On 4th April.
SHANGHAI, AMOY, MANILA, CEBU and ILOILO.	"TAIYUAN"	On 4th April.
SHANGHAI, AMOY, MANILA, CEBU and ILOILO.	"CHINGTU"	On 10th April.

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table, a duly qualified  
cuisine is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
Hongkong, 29th March, 1905.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila.	Saturday, 1st April.
RUBI	2540	A. H. Nottley	Manila.	Saturday, 8th April.

For Freight or Passage apply to  
**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS.  
Hongkong, 27th March, 1905.

## OUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHIFFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following steamer will run at intervals of about 3 weeks:

S.S. "LOTHIAN"	Captain J. C. Williamson
S.S. "INDRA VELLI"	Captain S. Collington
S.S. "COURTFIELD"	Captain J. W. Martin
S.S. "CRANLEY"	Captain W. E. Steele
S.S. "IKBAL"	Captain M. Robertson
S.S. "ASCOT"	Captain G. E. Cox
S.S. "SKH"	Captain J. Rowley
S.S. "INKULA"	Captain Dean
S.S. "KATHARINE PARK"	Captain Copp

For Freight, apply to  
**GIBB, LIVINGSTON & CO.,**  
AGENTS.  
Hongkong, 10th February, 1905.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	Malacca G. W. Babat, E.N.R.	About 29th March	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJO and KOBE.	Pera A. L. Valentini	About 2nd April	Freight only.
SHANGHAI	Coromandel G. M. Montford, E.N.R.	About 7th April	Freight and Passage.
LONDON, &c.	Nubia F. N. Tildard	Neon, 8th April	See Special Advertisement.

For further Particulars, apply to  
**L. S. LEWIS,**  
Acting Superintendent.  
Hongkong, 27th March, 1905.

## JAVA-CHINA-JAPAN LIJN, REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	First half of April	JAVA PORTS	First half of April
TJILATJAP.	JAVA	First half of April	JAPAN via SHANGHAI	First half of April
TJIMAHU	JAVA	First half of April	JAPAN via SHANGHAI	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

Alexandra Buildings, 3rd Floor.  
Hongkong, 20th March, 1905.

## OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMUI via SWATOW AND AMOY	"APENRADE"	THURSDAY, 30th Mar., at 10 A.M.
TAMUI via SWATOW AND AMOY	"BJORNSEN"	SUNDAY, 2nd April, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"CLARA JESSEN"	TUESDAY, 4th April, at 10 A.M.
ANPING via SWATOW AND AMOY	"DECIMA"	WEDNESDAY, 5th April, at 8 A.M.

On account of the present state of political affairs, all the Company's new steamers have  
been requisitioned for transport service, and the above-named chartered steamers have been  
secured instead for maintenance of the Company's coastal services. As soon as the state of  
affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8 Des Voeux Road Central,  
Hongkong, 29th March, 1905.

T. ARIMA, Manager.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND  
YOKOHAMA.

THE Company's Steamship

"ABRARD BEHIC"

will be despatched for the above ports on or  
about MONDAY, the 3rd April.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.

Hongkong, 28th March, 1905.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE" 19th April.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with the  
CHINA STEAM NAVIGATION CO. for fortnightly  
service hence to CALCUTTA. Sailing from  
CALCUTTA for China Ports every fortnight.  
For Freight and further particulars,  
apply to  
DODWELL & CO., LIMITED.  
General Agents for China and Japan.  
Hongkong, 4th Avenue.

NOTICE.

OSAKA SHOSEN KAISHA.

THE OSAKA SHOSEN KAISHA beg  
to announce the opening of NEW  
REGULAR STEAMSHIP SERVICES as  
follows:

(1) Between HONGKONG & SHANGHAI  
via SWATOW, AMOY and FOOCHOW: tri-monthly  
service, commencing from 4th April, 1905, with  
two steamers.

At Shanghai connection is made with the  
Company's regular steamers for Yangtze  
River Ports, as well as with the steamers for  
North China ports.

(2) Between TAMUI, AMOY and  
FOOCHOW: tri-monthly service, commencing  
from 6th April, 1905.

At Amoy connection is made with the Com-  
pany's regular steamers for Formosa and  
other ports.

For particulars of steamers and proposed  
sailing dates see separate advertisement. As  
soon as conditions permit, the present steamers  
on the lines will be replaced by new and up-to-  
date steamers.

T. ARIMA, Manager.

Hongkong, 25th March, 1905.

## GRIMAULT & Co Medicinal Skin Soap



Recommended by eminent Der-  
matologists and adopted in the  
Paris Hospitals in the treatment  
of Ringworm, Acne, Psoriasis,  
Eczema and Skin diseases ge-  
nerally.

8, RUE VIVIERNE, 8  
Paris

## VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. R. Allen	Mr. H. Kempf
Mr. H. W. Andrews	Mr. J. C. Kitzman
Mr. B. Archer	Mr. F. B. Land
Mr. W. D. Bailey	Mr. S. Lay
Miss L. D. Bannister	Mr. A. R. Lewis
Mr. B. B. Baur	Mr. V. S. Longman
Mr. A. W. Beard	Mr. S. Longman
Mr. J. M. Beldin	Mr. T. S. McAnan
Mr. & Mrs. J. E. Bing-	Mr. D. Macdonald
ham and child	Mr. C. Gordon Macie
Mr. R. J. Birbeck	Mr. McLeod
Mr. S. Biersy	Mr. and Mrs. McLeod
Mr. W. S. Bissell	Mr. & Mrs. S. B. McNear
Mr. H. K. Blair	Miss McNear
Mr. & Mrs. B. Beggen	Mr. D. K. Major
and infant	Dr. O. Marriott
Mr. J. H. Bonar	Mr. and Mrs. F. W.
Mr. E. A. Bonner	Marston
Mrs. R. W. Borthwick	Mr. F. J. Massey
Mr. M. Brueva	Mr. & Mrs. E. Meikle
Mr. C. M. Brumfield	Mr. H. F. Miller
Mr. A. B. Carpenter	Mr. P. L. Miller
Mr. A. C. Carter	Mrs. W. M. Moir
Dr. Francis Clark	Mr. & Mrs. E. M. Moor
Mr. W. G. Clarke	Mr. W. Newbold
Mr. T. Clark	Mr. A. G. Newington
Mr. & Mrs. T. W. Clarke	Mr. A. Pugh
Mr. D. F. W. Clarke	Mr. J. A. Patten
Mr. H. A. B. Cooke	Mr. & Mrs. T. L. Perkins
Mr. A. Cowdrey	Mrs. W. K. Pierce
Mr. T. M. Cae	Mr. E. Pingdon
Mr. G. Cunningham	Mr. & Mrs. O. Ranney
Mr. F. O. Davies	Dr. L. Reel
Mr. J. T. Davies	Mr. R. J. Rice
Mr. & Mrs. L. P. Davis	Admiral & Lady Riddell
Mr. F. B. Deacon	Mr. T. H. Ritson
Mr. E. M. Downing	Mrs. J. S. Roach & child
Mr. E. Durkin	Miss Robertson (2)
Mr. G. H. Edwards	Mr. W. B. Robertson
Mr. C. P. Felvus	Mr. N. H. Rutherford
Mrs. A. E. Field	Mr. P. Schuchter
Mr. H. G. Fisher	Mrs. W. Scott
Mr. J. Flint	Mr. & Mrs. J. G. Scott
Mr. E. B. Fox	Mr. and infant
Capt. & Madam Frantz	Mr. C. Skott
Mr. D. Gavin	Mr. & Mrs. Frank
Mr. E. A. Gearon	Smythe
Mr. & Mrs. B. Giles	Mr. Geo. Somerville
Mr. C. Glover	Mr. C. H. Soper
Mr. H. E. Goldstein	Mr. A. L. Stein
Mr. & Mrs. Gueritz	Mr. H. G. Stocker
Mr. A. W. Grant	Mr. & Mrs. Tatum
Mr. H. C. Gmy	Mr. Ronald S. Thomas
Capt. T. A. Hall	Mr. D. Thornborough
Mr. J. Hanson	Mr. R. J. Tobin
Mr. R. Harding	Mr. W. D. Tunnell
Capt. Hasbrouck	Mr. H. W. Tullidge
Mr. & Mrs. Paget Holt	Mr. & Mrs. J. Y. V. Ver-
Mr. & Mrs. L. W. Hirst	non
Mrs. H. H. Hirst	Mrs. & Miss W. W. Welch
Miss. H. H. Hirst and com-	Mr. G. L. Walden
panion	Hon. B. Watson
Dr. H. B. Hoggar	Mr. J. L. Wemyss
Mrs. P. Hulme	Mrs. A. M. Whittom
Eng. Capt. Hurst, E.N.	Mr. & Mrs. Wislizenus
Mr. J. Hutchison	Mr. & Mrs. C. E.
Mr. L. J. Hutchison	Woolmer

PAK HOTEL.

Mr. E. P. Aucott	Mr. Laug
Mr. R. D. Atkinson	Mr. Laug
Mr. M. P. Patten	Mr. Martin
Mr. J. M. Patten	Mr. & Mrs. Herbert
Mr. J. M. Patten	Moxon
Mr. & Mrs. Beutlich	Consul E. Muel
children and maid	Mr. J. L. Hough O'Neil
Lady F. Boyle & maid	Mr. & Mrs. Oliver
Col. and Mrs. F. W.	F. B. Olla
Bunny & children	Major and Mrs. Painter
Mr. A. Chapman	Mr. A. R. Parker, E.N.
Major A. A. Chichester	Mrs. Parker
Mr. A. Chichester	Major Parry
Col. G. Courtney	Capt. Parry
Col. Darling	Major Phillips
Mr. A. J. David	Mr. H. E. Pickett, K.C.
Mr. David, jun.	Mr. & Mrs. Lymer
Mr. Dixon	Mrs. Sawyer
Capt. A. Dymock	Mr. A. P. Smith
Capt. Fitzwilliams	Mr. & Mrs. Smith
Capt. Gales	Mr. Carl W. Smith
Eng. Lieut. A. R. Grant	Mr. W. O. C. Spence
Mr. B. B. Harker	Mr. Stevenson
Col. Haynes	Mr. Steen
Mr. F. A. Hazeland	Mr. Stokes
Mr. A. Hel-gum	Mr. & Mrs. W. Thomson
Mr. Holborow	Mr. Woon Uffo
Mr. A. H. Holmes	Mr. Gordon Vandin
Mr. & Mrs. A. B. H.	Mr. and Mrs. Warburg
Hussak	Miss Warburg
Mrs. H. U. Joffries	Mr. & Mrs. Watkins
Mr. & Mrs. Joseph	Capt. & Mrs. J. White
Major Josling	Major and Mrs. Kays

KING EDWARD HOTEL.

Mr. John Cronio	Mr. C. Krauj
Mr. F. V. Davies	Capt. John. Kynock
Dr. Dick	Mr. C. H. MacKay
Mr. & Mrs. E. Foster	Mr. & Mrs. L. F. Massa
Miss E. Foster	Mr. A. Mohr
Mr. A. R. Hamer	Mr. W. Moens
Mr. W. Henderson	Mr. G. F. Obey
Mrs. B. W. Henderson	Mr. and Mrs. T. J. Rose
Mr. E. E. Herdman	Mr. C. F. W. Bowen
Mrs. N. M. Holmes	Rowlands
Mrs. Jackson and child	Mr. and Mrs. B. Savoy
Mr. J. Watt Jameson	Capt. and Mrs. T. M. O.
Mrs. J. W. Jameson	Sullivan
Mr. F. Kione	Miss Sullivan
Capt. Kofod	Mr. Bruce Shepherd
Mr. P. Koff	Mr. C. H. Unbehau
	Lieut. and Mrs. Wells
	Mr. E. A. Williamson
	Mr. N. Ziervoel

CONNAUGHT HOTEL.

Mr. Ascheron	Mr. McIntyre
Miss Barington	Mrs. Marston
Mr. F. J. Ba to & family	Mr. R. Menzies
Eng. L. & Mrs. Clegg	Mr. A. Mercie
Mr. Cooke	Mr. H. E. Miller
Mr. and Mrs. J. Dallas	Mr. E. L. Nettle
Mr. E. Edgar	Miss O'Brien
Mr. and Mrs. H. Eyre	Miss Reeves
Mr. B. M. Ezekiel	Mr. H. H. Stanley
Mr. Ferrers	Miss Strachan
Mr. and Mrs. Garton	Mr. A. N. Taylor
Miss T. D. Gratton	Mr. G. Templeman
Mr. Haeckel	Mr. & Mrs. Tomait
Mr. A. H. Holmes	children
Mr. H. M. Hobbins	Mr. and Mrs. Vallance
Mr. Hosking	Mr. E. J. Watson
Mr. J. E. Joseph	Lieut. and Mrs. Bowen
Miss Kemp	Miss Williams
Mr. Leo	Mr. Williams
Miss Lucecombe	

All those suffering with  
**Boils, Scrofula, Eczema,**  
will find  
**Weaver's Syrup and Cerate**  
invaluable to cleanse the blood.

Mr. Roger J. Andop	Mr. W. L. Lough
Mr. & Mrs. B. J. Barlow	Mr. Paul Lohr
Mrs. Bell	Mr. J. Loth
Mr. A. Z. Blanco	Mr. V. Lugobit
Mr. F. Chapple	Mr. Alex. J. Lugobit
Mr. J. Chateaubank	Mr. Mc-Illan
Mr. E. O. Day	Mr. F. Matou
Mr. L. T. Delaney	Dr. W. B. A. Moore
Mr. A. C. Dineen	Mr. U. Nerveca
Mr. Dutton	Mr. and Mrs. Sawaya
Miss M. Gains	Mr. and Mrs. Pessio
Mr. and Mrs. George	Mr. C. M. Preshaw
Mr. and 2 children	Mr. C. Regge
Mr. T. F. Gilkin	Mr. H. Schluter
Mr. and Mrs. Hallbrook	Mr. and Mrs. Simons
Mr. and 2 children	Mr. O. Stueger
Mr. Otto Hechtel	Mr. Fr. Unlepp
Mr. A. H. Laing	Mr. & Mrs. T. Wright

Kowloon Hotel.

Mr. Abg. Baumann	Mr. K. Mitchell
Mrs. Courtney and	Mr. Mitchell
children	Lieut. Comdr. and Mrs.
Capt. J. Harris	Stevenson
Capt. E. Libound	Capt. & Mrs. Tuko
Capt. and Mrs. Muelay	Capt. and Mrs. W. H. Watson
Heriot, R.M.L.I.	

## AUTOMATIC MUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic feet of Cold

Storage available at East Point. Stores will

be open at 10 A.M. and 4 P.M. daily, Sunday,

excepted to receive and deliver marketable goods.

Wm. PALMER, Manager.

Hongkong, 29th March, 1905.

to Ladies

all the most

beautiful

women use

CREME SIMON

SAVON +



## POST OFFICE NOTICES.

The *Armand Behic*, with the French Mail of the 3rd March, left Singapore on Monday, the 27th inst., at 4 p.m., and may be expected here on or about Monday, the 3rd April. This packet brings replies to letters despatched from Hongkong on the 25th January.

## MAILS WILL CLOSE

FOR	PER	DATE.
Macao	Wednesday, 29th, 7.30 A.M.	
Canton	Wednesday, 29th, 7.30 A.M.	
Durham	Wednesday, 29th, 9.00 A.M.	
Singapore	Wednesday, 29th, 10.00 A.M.	
Singapore, Penang and Calcutta	Wednesday, 29th, 10.00 A.M.	
SEAGRAM, NAGASAKI, KOBE, YOKOHAMA, YAMAGUCHI and YAMAGUCHI (B.C.)	Wednesday, 29th, 10.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)		

Europe, &c., India via Taticorin ..... Extra (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

FROM	TO	DATE.
Macao	Wednesday, 29th, 1.15 P.M.	
Canton	Wednesday, 29th, 3.00 P.M.	
Durham	Wednesday, 29th, 3.00 P.M.	
Singapore	Wednesday, 29th, 5.00 P.M.	
Singapore, Penang and Calcutta	Wednesday, 29th, 5.00 P.M.	
SEAGRAM, NAGASAKI, KOBE, YOKOHAMA, YAMAGUCHI and YAMAGUCHI (B.C.)	Wednesday, 29th, 5.00 P.M.	
(Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)		

TO-DAY.  
Sale, Store, Volunteer Headquarters, Messrs. Hughes & Hough, 11 a.m.  
Sale, Furniture, "Fairview" Robinson Road, Kowloon, Geo. P. Lamont, 2.45 p.m.  
TO-MORROW.  
Sale, Furniture, 40, Kafford Terrace, Messrs. Hughes & Hough, 8.30 p.m.  
Annual General Meeting of Hongkong Rifle Association, Volunteer Headquarters, 5.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	28th March.
Telegraphic Transfer	1104
Bank Bills, on demand	1104
Bank Bills, at 30 days sight	1104
Bank Bills, at 4 months sight	1104
Credits, at 4 months sight	1104
Documentary Bills, 4 months sight	1104

ON PARIS.	28th March.
Bank Bills, on demand	2384
Credits, at 4 months sight	237

ON GERMANY.	28th March.
Bank Bills, on demand	190
Credits, at 4 months sight	454
Credits, 60 days sight	454

ON NEW YORK.	28th March.
Bank Bills, on demand	1384
Credits, at 4 months sight	1384

ON CALCUTTA.	28th March.
Bank Bills, on demand	1384
Credits, at 4 months sight	1384

ON SHANGHAI.	28th March.
Bank, at sight	712
Private, 30 days sight	728

ON YOKOHAMA.	28th March.
On demand	91
On demand	904

ON MANILA.	28th March.
On demand	111
On demand	111

ON SINGAPORE.	28th March.
On demand	111
On demand	111

ON BANGKOK.	28th March.
On demand	614
On demand	614

ON SOERABAYA.	28th March.
On demand	614
On demand	614

ON BATAVIA.	28th March.
On demand	614
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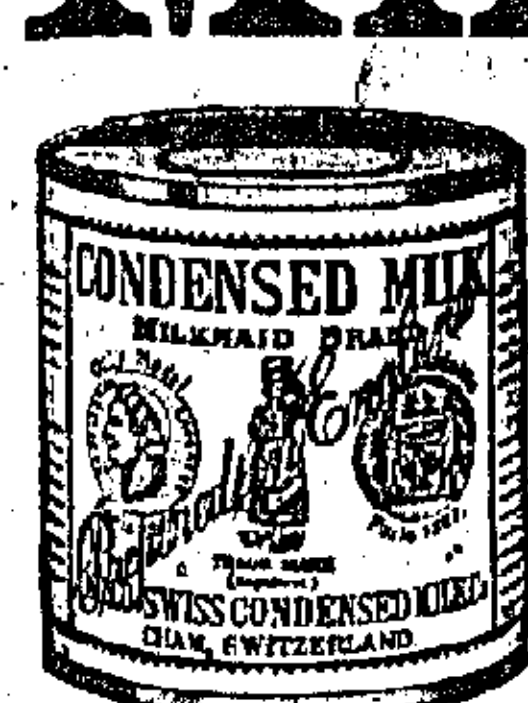
ON SOERABAYA.	28th March.
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ON BATAVIA.	28th March.
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ON SOERABAYA.	28th March.
On demand	614
On demand	614

ON BATAVIA.	28th March.
On demand	614
On demand	614

## Milkmaid BRAND Milk



Guaranteed Full Cream.

Largest Sale in the World.

## JOINT STOCK SHARES.

Hongkong, 27th March.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra Bank	\$200	\$100.
Hongkong & Shanghai	\$125	\$750, buyers
National B. of China	\$27	\$30, buyers
Bank of China	\$125	\$14, sellers
China Light & P. Co.	\$10	\$84, sellers
China Provision	\$10	\$84, sellers

COMPANY.	PAID UP.	QUOTATIONS.
Cotton Mills	\$10	\$10, buyers
International	\$10	\$10, buyers
Laos Kung Mow	\$10	\$10, buyers
Dairy Farm	\$10	\$10, buyers

COMPANY.	PAID UP.	QUOTATIONS.
Do. New	\$10	\$10, buyers
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Do. New	\$10	\$10, buyers

## NOTICE TO CONSIGNEES.

"BARBER" LINE OF STEAMERS.

S.S. "SAGAMI" FROM NEW YORK.

CONSIGNEES OF CARGO are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong and

Godown Company, Ltd., at Kowloon, where

and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 30th March, will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Underwriter on or before the 1st

April, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 30th March, at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO., LD.,

Agents.

Hongkong, 24th March, 1905. [303]

## NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANT-

WERP, LONDON AND PORTS.

THE China Mail Steamship

"TEENKAI"

having arrived from the above ports, Consignees

of Cargo are hereby informed that their

Goods are being landed and placed at their risk

in the Godowns of the Hongkong and

Godown Company, Ltd., at Kowloon, where

each consignment will be sorted out, marked

and delivery may be obtained as soon as

the Goods are landed.

Optional Goods will be carried on unless in-

structions are given to the contrary before

4 p.m., To-DAY, the 24th inst.

Goods not cleared before the 1st proximo, will

be subject to rent.

All ship-damaged packages must be left in

the Godowns and notice of same sent to this

Office before the 3rd proximo, or claims in con-

nection therewith will not be recognized.

No Fire Insurance will be effected.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 24th March, 1905. [315]

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND

SHANGHAI.

THE Steamship

"MARQUIS BACQUEHEM"

having arrived, Consignees of Cargo are hereby

informed that their Goods are being landed

at their risk into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, where delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Claims must be

sent to the Office of the Underwriter before

Nov. 1, on the 3rd April, or they will not be

recognized.

No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 3rd

April, will be subject to rent.

Bills of Lading will be countersigned by

SANDELL, WELSH &amp; CO.,

Agents.

Hongkong, 27th March, 1904. [3]

## NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

CONSIGNEES OF CARGO are hereby in-

formed that all Goods are being landed

at their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, where and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 3rd April, will be subject